

NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ALBANY, OR

ALBANY MUNI **VOR/DME or GPS-A**
NA except for operators with approved weather reporting service.

ARLINGTON, WA

ARLINGTON MUNI **NDB or GPS Rwy 34**
Category D, 800-2½.
NA when Paine Field control tower closed.

ASTORIA, OR

ASTORIA RGNL **RNAV (GPS) Rwy 26¹²**
VOR Rwy 8³

- ¹NA when local weather not available.
²Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-3.
³Category C, 800-2½; Category D, 900-3.

AURORA, OR

AURORA STATE **LOC Rwy 17¹**
RNAV (GPS) Rwy 17²³
RNAV (GPS) Rwy 35²

- ¹Category D, 800-2½.
²NA when local weather not available.
³Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.

BAKER, MT

BAKER MUNI **NDB Rwy 13¹**
NDB Rwy 31²

- ¹Categories A,B, 1100-2; Categories C,D,
1100-3.
²Categories A,B, 1000-2; Category C, 1000-2½;
Category D, 1000-3.

BAKER CITY, OR

BAKER CITY MUNI **RNAV (GPS) Rwy 13¹²**
VOR-A¹³
VOR/DME Rwy 13²⁴

- ¹NA when local weather not available.
²Category D, 900-2½.
³Categories A,B, 1900-2; Categories C,D,
1900-3.
⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTL **ILS or LOC Rwy 16**
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD **VOR Rwy 31**
Category D, 800-2½.

BILLINGS, MT

BILLINGS LOGAN
INTL **NDB Rwy 10L¹**
RNAV (GPS) Rwy 10L²
RNAV (GPS) Rwy 28R³

- ¹Category D, 800-2½.
²Categories A,B,C,D, 800-2½.
³Categories A,B, 900-2; Categories C,D,
900-3.

BOISE, ID

BOISE AIR TERMINAL(GOWEN
FIELD) **LOC BC Rwy 28L¹**
RNAV (GPS) Y Rwy 10R²
RNAV (GPS) Y Rwy 28L²
VOR/DME or TACAN Rwy 10L¹
VOR/DME or TACAN Rwy 28L¹

- ¹Category E, 900-3.
²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELD **VOR Rwy 12**
Category C, 800-2½; Category D, 800-2½.

BREMERTON, WA

BREMERTON NATIONAL .. **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19¹

- NA when local weather not available.
¹Categories A,B, 1200-2; Categories C,D,
1200-3.

NAME ALTERNATE MINIMUMS

BUFFALO, WY

JOHNSON COUNTY **RNAV (GPS) Rwy 31¹**
VOR/DME Rwy 31²

NA when local weather not available.

¹Category D, 800-2½.

²Category C, 800-2¼; Category D, 800-2½.

BURLEY, ID

BURLEY MUNI **VOR-A**
VOR/DME-B

NA when local weather not received.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL **NDB Rwy 10¹**
RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.

¹Categories A,B, 1300-2; Categories C,D, 1300-3.

BURNS, OR

BURNS MUNI **VOR Rwy 30**
Categories A, B, 1400-2; Categories C,D, 1400-3.

BUTTE, MT

BERT MOONEY **ILS Y Rwy 15¹**
LOC/DME Rwy 15²
RNAV (GPS) Y Rwy 15³
RNAV (GPS) Z Rwy 15,1200-2
VOR or GPS-B,1400-3
VOR/DME or GPS-A,3000-3

¹Category A, 1100-4; Categories B,C, 1200-4.

²Categories A,B, 1300-2; Categories C,D, 1300-3.

³Categories A,B, 1500-2; Categories C,D, 1500-3.

CALDWELL, ID

CALDWELL
INDUSTRIAL **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

CASPER, WY

CASPER/NATRONA
COUNTY INTL **ILS or LOC Rwy 3**
ILS, Categories A,B, 800-2; Category C 800-2½; Category D, 800-2¼; Category E, 900-3.
LOC, Category C, 800-2½; Category D, 800-2¼; Category E, 900-3.

NAME ALTERNATE MINIMUMS

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON
FIELD **ILS or LOC Rwy 27¹**
NDB Rwy 27¹
RNAV (GPS) Rwy 9²
RNAV (GPS) Rwy 13²
RNAV (GPS) Rwy 31²

¹NA when control tower closed.

²NA when local weather not available.

CODY, WY

YELLOWSTONE
REGIONAL **RNAV (GPS) Rwy 22¹**
VOR or GPS-A²

¹Category C, 800-2¼; Category D, 200-2¼.

²Category D, 900-3.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY
BOYINGTON FIELD **ILS or LOC/DME Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
VOR Rwy 5
VOR/DME Rwy 1

NA when local weather not available.

CORVALLIS, OR

CORVALLIS MUNI **VOR-A**
Categories A,B,1200-2; Categories C,D, 1200-3.

DEER PARK, WA

DEER PARK **RNAV (GPS) Rwy 34**
NA when local weather not available.

DILLON, MT

DILLON **VOR or GPS-A,1500-3**
VOR/DME or GPS-B
NA when Dillon altimeter setting not available.

DOUGLAS, WY

CONVERSE COUNTY **VOR Rwy 29**
Categories A,B, 1100-2; Categories C,D, 1100-3. DME standard.

EASTSOUND, WA

ORCAS ISLAND **RNAV (GPS)-A**
Categories A, B, 1100-2.
NA when local weather not available.

ELLENSBURG, WA

BOWERS FIELD **RNAV (GPS) Rwy 25¹**
RNAV (GPS) Rwy 29
VOR-B²

NA when local weather not available.

¹Category D, 800-2¼.

²Category A, 1500-2.

NAME ALTERNATE MINIMUMS

EPHRATA, WA

EPHRATA MUNI **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
VOR/DME Rwy 3
VOR Rwy 21

NA when local weather not available.

Category D, 1300-3.

EUGENE, OR

MAHLON-SWEET

FIELD **ILS or LOC/DME Z Rwy 16R¹**
ILS or LOC Y Rwy 16R¹
ILS or LOC/DME Rwy 16L¹²
RNAV (GPS) Rwy 34R²
VOR or GPS-A³

¹NA when control tower closed.

²NA when local weather not available.

³Categories A,B, 900-2; Category C, 900-2½;
Category D, 900-2¾.

EVANSTON, WY

EVANSTON-UINTA COUNTY

BURNS FIELD **ILS or LOC/DME Rwy 23**
Categories C,D, 700-2.

EVERETT, WA

SNOHOMISH COUNTY(PAINE

FIELD) **ILS or LOC/DME Rwy 16R**
NA when control tower closed.
NA when local weather not available.

FORT BENTON, MT

FORT BENTON **RNAV (GPS) Rwy 23**
NA when local weather not available.

GILLETTE, WY

GILLETTE-CAMPBELL

COUNTY **ILS or LOC Rwy 34¹²**
RNAV (GPS) Rwy 16³
RNAV (GPS) Rwy 34⁴
VOR/DME Rwy 16⁵
VOR/DME Rwy 34¹

¹Categories A,B, 900-2; Category C, 900-2½;
Category D, 1000-3.

²NA when control tower closed.

³Categories A,B,C, 800-2¾; Category D,
1000-3.

⁴Categories A,B,C,D, 1200-4.

⁵Category C, 800-2¾; Category D, 1000-3.

GLASGOW, MT

WOKAL FIELD/

GLASGOW INTL **VOR Rwy 12**
Categories A,B, 900-2; Categories C,D, 900-3.
VOR/DME standard.

NAME ALTERNATE MINIMUMS

GLENDIVE, MT

DAWSON

COMMUNITY **NDB or GPS Rwy 12,900-2¾**

GOODING, ID

GOODING MUNI **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.

GRAY AAF (KGRF)

FORT LEWIS, WA **NDB Rwy 15**
NDB Rwy 33
ILS or LOC Rwy 15
COPTER NDB Rwy 15

NA when control tower closed.

GREAT FALLS, MT

GREAT FALLS INTL **NDB Rwy 34**
Category D, 800-2¼.

GREYBULL, WY

SOUTH BIG HORN COUNTY **RNAV (GPS)-A**
RNAV (GPS) Rwy 33¹

NA when local weather not available.

¹Category D, 1200-3.

HAILEY, ID

FRIEDMAN

MEMORIAL **RNAV (GPS) W Rwy 31**
Categories A,B, 1900-2; Category C, 1900-3.

HAVRE, MT

HAVRE CITY-COUNTY **VOR or GPS Rwy 7¹**
VOR or GPS Rwy 25²

¹Category D, 800-2¾.

²Categories A,B, 1000-2; Categories C,D,
1000-3.

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 27¹²
 ILS or LOC Z Rwy 27¹²
 LOC/DME BC-C¹³
 NDB-D¹⁴
 RNAV (GPS) Y Rwy 9⁵
 RNAV (GPS) Rwy 23⁵
 RNAV (GPS) X Rwy 27⁵
 RNAV (RNP) Z Rwy 9⁷
 RNAV (RNP) Y Rwy 27⁷
 RNAV (RNP) Z Rwy 27⁷
 VOR-A⁸
 VOR/DME-B⁸

¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3.

³Categories A, B, 1300-2; Categories C, D, 1300-3.

⁴Category A, 1200-2.

⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-2½; Category D, 900-3.

⁷NA when local weather not available.

⁸Categories A, B, 2900-2; Categories C, D, 2900-3.

⁹1000-4.

HOQUIAM, WA

BOWERMAN RNAV (GPS) Rwy 24¹
 VOR/DME Rwy 24²
 VOR Rwy 6¹

¹Category D, 800-2½.

²Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.

IDAHO FALLS, ID

IDAHO FALLS RGNL ILS or LOC Rwy 20¹
 LOC BC Rwy 2²
 RNAV (GPS) Rwy 20³
 VOR Rwy 20³

¹ILS, Category E, 700-2½. LOC, Category E, 800-2½.

²Category E, 800-2½.

³NA when local weather not available.

NAME ALTERNATE MINIMUMS

JACKSON, WY

JACKSON HOLE RNAV (GPS) X Rwy 1¹
 RNAV (GPS) Y Rwy 19¹
 RNAV (RNP) Y Rwy 1, 10681200-4
 VOR/DME Rwy 1²
 VOR/DME Rwy 19³

¹Categories A,B, 1200-2; Categories C,D, 1200-3.

²Categories A,B,1000-2; Categories C,D, 1000-3.

³Categories A,B,1400-2; Categories C,D, 1400-3.

JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9
 RNAV (GPS) Rwy 27¹
 VOR/DME-A

NA when local weather not available.

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR

GRANT COUNTY RGNL/
 OGLVIE FIELD RNAV (GPS) Y Rwy 9
 Category B, 900-2; Category C, 900-2½.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 2¹
 RNAV (RNP) Y Rwy 2²
 RNAV (RNP) Rwy 20, 800-2½²

¹Categories C, D, 700-2.

²NA when local weather not available.

KLAMATH FALLS, OR

KLAMATH FALLS ILS or LOC Rwy 32¹
 RNAV (GPS) Rwy 14²
 VOR/DME or TACAN Rwy 14³
 VOR/DME or TACAN Rwy 32⁴
 VOR or GPS-B,2100-3

¹Categories A,B, 900-2; Category C, 900-2¾; Category D, 1000-3. LOC, DME required.

²Categories A,B, 900-2; Category C, 900-2¾; Category D, 1000-3.

³Categories C,D, 1000-3; Category E, NA.

⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A
 Categories A,B, 900-2; Category C, 900-2½;
 Category D, 900-2¾.

NAME ALTERNATE MINIMUMS

LEWISTON, ID

LEWISTON-NEZ PERCE

COUNTY **ILS Rwy 26¹²**

RNAV (GPS) Rwy 8³

RNAV (GPS) Rwy 12³

RNAV (GPS) Rwy 26³

VOR Rwy 8⁴

VOR Rwy 26³

¹ILS, Category D, 800-2½.

²NA when control tower closed.

³Category D, 800-2½.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI **RNAV (GPS) Rwy 7**

VOR Rwy 7

Category D, 800-2½.

LIVINGSTON, MT

MISSION FIELD **VOR/DME-B¹**

VOR-A²

¹Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C, D, 2200-3.

MCMINNVILLE, OR

MCMINNVILLE MUNI **ILS or LOC Rwy 22**

RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 22

VOR/DME-B

NA when local weather not available.

Category D 800-2½.

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD **ILS or LOC/DME Rwy 14¹²**

LOC/DME BC-B²³

RNAV (GPS)-D³

RNAV (GPS) Rwy 14⁴

VOR-A⁵

VOR/DME-C³

VOR/DME Rwy 14⁵

¹ILS, Categories A, B, C, 700-2; Category D, 900-2½. LOC, Category D, 900-2½.

²NA when control tower closed.

³Categories A, B, 2300-2; Categories C, D, 2300-3.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

⁵Categories A, B, 1400-2; Category C, D 1400-3.

NAME ALTERNATE MINIMUMS

MISSOULA, MT

MISSOULA INTL **ILS Rwy 11¹**

RNAV (GPS) Y Rwy 11²³

RNAV (RNP) Z Rwy 11², 800-2½

VOR/DME or GPS-A, 2000-3

VOR/DME or GPS-B, 2000-3

¹ILS, 1600-6. LOC, NA.

²NA when local weather not available.

³Categories A, B, 1900-2; Categories C, D, 1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... **ILS or LOC Rwy 32R¹**

NDB Rwy 32R²

RNAV (GPS) Rwy 4¹

RNAV (GPS) Rwy 14L¹

RNAV (GPS) Rwy 22¹

VOR Rwy 4²

VOR -1 Rwy 14L²

VOR -3 Rwy 14L²

VOR Rwy 22²

VOR Rwy 32R²

¹NA when local weather not available.

²NA when control tower closed.

NEWCASTLE, WY

MONDELL FIELD **VOR or GPS Rwy 31**

NA except for operators with approved weather reporting service.

Categories A, B, 900-2; Categories C, D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON

RGNL **ILS or LOC Rwy 4¹**

NDB or GPS Rwy 4²

VOR or GPS-A³

VOR/DME or GPS-B⁴

VOR/DME Rwy 4⁴

¹ILS, Categories A, B, 800-2; Category C, 900-2½, Category D, 1000-3. LOC, Category C, 900-2½, Category D, 1000-3.

²Category C, 900-2½; Category D, 1000-3.

³Categories A, B, 1100-2; Categories C, D, 1100-3.

⁴Categories C, D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG **RNAV (GPS) Rwy 7**

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL **ILS or LOC Rwy 17¹²**

RNAV (GPS) Rwy 17²

RNAV (GPS) Rwy 35²

VOR-A²³

VOR/DME Rwy 35²

¹ILS, Categories C, D, 700-2.

²NA when local weather not available.

NAME ALTERNATE MINIMUMS
ONTARIO, OR
 ONTARIO MUNI RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 NA when local weather not available.

PASCO, WA
 TRI-CITIES ILS or LOC Rwy 21R¹²
 RNAV (GPS) Rwy 3L
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 21R
 RNAV (GPS) Rwy 30
 VOR Rwy 21R³
 VOR/DME Rwy 30
 NA when local weather not available.

¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D,

700-2½. LOC, Category D, 800-2½.

³Category D, 800-2½.

PENDLETON, OR
 EASTERN OREGON RGNL AT
 PENDLETON ILS or LOC/DME Rwy 25¹
 RNAV (GPS) Rwy 7
 RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 25
 RNAV (GPS) Rwy 29
 VOR Rwy 7
 NA when local weather not available.

¹ILS, NA when control tower closed.

PINEDALE, WY
 PINEDALE/RALPH WENZ
 FIELD NDB-A
 NA when local weather not available.
 Category C, 800-2¼; Category D, 800-2½.

POCATELLO, ID
 POCATELLO RGNL ILS or LOC Rwy 21¹
 RNAV (GPS) Rwy 3²
 RNAV (GPS) Rwy 21²

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA
 WILLIAM R
 FAIRCHILD INTL ILS or LOC Rwy 8
 RNAV (GPS) Rwy 8¹
 RNAV (GPS) Rwy 26
 NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS
PORTLAND, OR
 PORTLAND INTL ILS or LOC Rwy 10L¹
 ILS or LOC Rwy 10R²
 ILS or LOC Rwy 28L³
 ILS or LOC Rwy 28R⁴
 LOC/DME Rwy 21⁵
 RNAV (GPS) Rwy 10L⁵
 RNAV (GPS) Rwy 10R⁶
 RNAV (GPS) Rwy 12⁷
 RNAV (GPS) Rwy 28L⁸
 RNAV (GPS) Rwy 28R⁹
 VOR/DME Rwy 21⁵
 VOR-A⁹
 VOR Rwy 28R⁵

¹ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3. LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5.

⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹
 RNAV (GPS) Rwy 12²

¹Categories A,B, 1000-2; Category C, 1000-2½; Category D, 1000-3.

²NA when local weather not available.

PORTLAND-TROUTDALE NDB or GPS-A
 Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA
 PULLMAN/MOSCOW
 MUNI RNAV (GPS) Rwy 5,800-2½

RAWLINS, WY
 RAWLINS MUNI/
 HARVEY FIELD NDB or GPS-A¹
 VOR or GPS Rwy 22,1000-3²

¹Category D, 1000-3.

²NA when Rawlins FSS closed.

NAME ALTERNATE MINIMUMS

REDMOND, OR

ROBERTS FIELD **ILS or LOC Rwy 22¹**
VOR/DME Rwy 22²

¹ILS, LOC, Category D, 800-2½; Category E, 800-2½.

²Category A, B, 1000-2; Category C, 1000-2¾; Category D, E, 1000-3.

RENTON, WA

RENTON MUNI **NDB Rwy 16¹**
RNAV (GPS) Y Rwy 16¹
RNAV (GPS) Z Rwy 16²

NA when local weather not available.

¹Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

²Categories A, B, 900-2.

REXBURG, ID

REXBURG-MADISON

COUNTY **RNAV (GPS) Rwy 35**
NA when local weather not available.
Category D, 800-2½.

RICHLAND, WA

RICHLAND **NDB Rwy 19¹**
RNAV (GPS) Rwy 19¹
RNAV (GPS) Rwy 26¹
VOR/DME-A²
VOR Rwy 26¹

¹Category D, 800-2½.

²Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER

COUNTY **VOR-B**
Category D, 800-2½.

ROSEBURG, OR

ROSEBURG RGNL **RNAV (GPS)-B**
NA when local weather not available.
Categories A, B, 1200-2; Category C, 1200-3;
Category D, 1400-3.

SALEM, OR

McNARY FIELD **ILS or LOC Rwy 31¹²**
LOC/DME Rwy 31³
RNAV (GPS) Rwy 31¹³

¹NA when local weather not available.

²ILS, Categories A, B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

³Category D, 800-2½.

NAME ALTERNATE MINIMUMS

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL

AIRPARK **VOR/DME or GPS-A**
Category B, 900-2; Category C, 1000-2¾;
Category D 1300-3.

SEATTLE, WA

BOEING FIELD-KING COUNTY

INTL **ILS Rwy 13R¹**
ILS Rwy 31L²
LOC/DME Rwy 13R³
RNAV (GPS) Y Rwy 13R⁴
RNAV (RNP) Z Rwy 13R⁵

¹ILS, Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

²Category A, 800-2; Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

³Category B, 900-2; Category C, 900-2½; Category D, 1000-3.

⁴Category B, 900-2; Category C, 900-2¾; Category D, 1000-3.

⁵Categories A, B, C, D, 800-2½.

SHERIDAN, WY

SHERIDAN

COUNTY **ILS or LOC/DME Rwy 32**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14

NA when local weather not received.

Category D, 800-2½.

SIDNEY, MT

SIDNEY-RICHLAND MUNI **NDB Rwy 1¹**
NDB Rwy 19²

¹Category D, 800-2½.

²Categories C, D, 800-2½.

SPOKANE, WA

FELTS FIELD **ILS/DME Rwy 21R¹**
RNAV (GPS)-A²
RNAV (GPS) Rwy 3L²
VOR Rwy 3L³

¹Categories A, B, 1000-2; Category C, 1000-2½.

²Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

³Categories A, B, 1000-2; Categories C, D, 1000-3

SPOKANE INTL **ILS or LOC Rwy 3¹**
ILS or LOC/DME Rwy 21¹
VOR Rwy 3²

¹ILS, Category D, 700-2.

²Category E, 800-2½.

⁴Category D, 800-2½.

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY

Amdt 1B, MAY 8, 2008 (FAA)

ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 ▽ ▲ NA

	RWY	GS/TCH/RP	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS
PAR	27	3.0°/55/918	ABCDE	6321/24	200 (200-½)			
ASR	9		ABC	6500-1	357 (400-1)	DE	6500-1¼	357 (400-1¼)
	27		ABC	6520/24	399 (400-½)	DE	6520/50	399 (400-1)
CIR	ALL		AB	6660-1	501 (600-1)	C	6660-1½	501 (600-1½)
			D	6720-2	561 (600-2)	E	6960-2¾	801 (900-2¾)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF), FORT LEWIS, WA (09155 USA)

ELEV 300

RADAR - (E) 128.2 139.925 239.0 317.4 ▽ ▲ NA

	RWY	GS/TCH/RP	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR ¹³	15	3.0°/55/947	ABCD	499/40	200	(200-¾)
	33 ²	3.0°/39/730	ABCD	500-¾	200	(200-¾)

¹Opr Mon-Fri 1600-0759Z++, exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB. ²PAR not authorized when R6703D is active. ³Circling not authorized.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:


Rwy 15: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 700, then climbing left turn to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS

KLAMATH FALLS (KLMT), (KINGSLEY FIELD), OR (09071 USAF)

RADAR - (E) ¹Call Kingsley GCA 123.675 233.7 119.175x 317.7x 225.4x 256.7x  ELEV 4095

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ²	32 ³ 14 ⁴	3.0°/48/909 3.0°/47/905	ABCDE ABCDE	4345/24 4391-¾	250 300	(300-½) (300-¾)
ASR	32 ⁵		AB C D E	4720/24 4720/60 4720-1½ 4720-1¾	625 625 625 625	(700-½) (700-1¼) (700-1½) (700-1¾)
	14 ⁶		AB C D E	4800-¾ 4800-1¾ 4800-2 4800-2½	709 709 709 709	(800-¾) (800-1¾) (800-2) (800-2½)
CIR ⁷	All Rwy		A B C D E	4820-1 5020-1¼ 5020-2¾ 5020-3 5620-3	725 925 925 925 1525	(800-1) (1000-1¼) (1000-2¾) (1000-3) (1600-3)



¹MILITARY USE ONLY. Opr 1600-0000Z++ Mon-Fri. ²No-NOTAM preventive maint sked; 1600-1700Z++ Thu. ³When ALS inop, increase CAT AB RVR to 40, vis to ¾ mile, CAT CDE RVR to 50, vis to 1 mile. ⁴When ALS inop, increase vis to 1 mile. ⁵When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2½ miles. ⁶When ALS inop, increase CAT AB vis to 1 mile, CAT C to 2 miles, CAT D to 2½ miles, CAT E to 2½ miles. ⁷CAT E circling NA from Rwy 14 clockwise to Rwy 32. Circling to Rwy 7/25 Not Authorized at night all CATs.

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

ELEV 193

A J EISENBERG

RADAR - 118.2 285.65   NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	7		AB CD	620-1 NA	427	(500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (09071 USN)

ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	25 ^{2 3 10}	3.0°/40/718	ABCDE	228-½	200	(200-½)
	14 ^{5 11}	3.0°/49/947	ABCDE	139-¼	100	(100-¼)
	7	3.0°/50/961	ABCDE	125-½	100	(100-½)
	32 ^{2 10}	3.0°/34/776	ABCDE	147-¼	100	(100-¼)
W/O GS	25 ^{3 6}		ABC	480-¾	452	(500-¾)
			DE	480-1	452	(500-1)
	14 ^{7 11}		AB	340-½	301	(300-½)
			CDE	340-¾	301	(300-¾)
	7		ABCDE	300-1	275	(300-1)
	32 ^{8 10}		ABC	500-¾	453	(500-¾)
			DE	500-1	453	(500-1)
ASR	7		AB	440-1	415	(400-1)
			CD	440-1¼	415	(400-1¼)
			E	440-1½	415	(400-1½)
	14 ^{4 11}		AB	600-½	561	(600-½)
			C	600-1	561	(600-1)
			D	600-1¼	561	(600-1¼)
			E	600-1½	561	(600-1½)
	32 ^{8 11}		AB	680-½	633	(700-½)
			C	680-1¼	633	(700-1¼)
			D	680-1½	633	(700-1½)
			E	680-1¾	633	(700-1¾)
	25 ⁴		AB	760-½	732	(800-½)
			C	760-1½	732	(800-1½)
			D	760-1¾	732	(800-1¾)
			E	760-2	732	(800-2)
CIR ⁹			A	780-1	733	(800-1)
			B	800-1¼	753	(800-1¼)
			C	800-2¼	753	(800-2¼)
			D	860-2¾	813	(900-2¾)
			E	1100-3	1053	(1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile.

³Caution: Trees 265' MSL, 3270' from THLD, 1647' right of RCL. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 2 miles, CAT E to 2¼ miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁶When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. ⁷When ALS inop, increase vis CAT ABCDE to 1 mile. ⁸When ALS inop, increase vis CAT ABC to 1¼ mile, CAT DE to 1½ mile. ⁹When CIRCLING to RWY 25 or 32, increase vis CAT A to 1¼ mile. ¹⁰Amdt 2. ¹¹Amdt 1.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AFTON, WY

AFTON MUNI

DEPARTURE PROCEDURE: **Rwy 16**, Use LUNDI DEPARTURE. **Rwy 34**, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: **Rwy 16**, turn right. **Rwy 34**, turn left. All aircraft climb direct CVO VOR/DME and continue climb in CVO VOR/DME holding pattern, (E, right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/min. climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. **Rwy 16**, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions. **Rwy 22**, NA - obstacles. **Rwy 34**, std. w/min. climb of 369' per NM to 9100, or 2800-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NAME TAKE-OFF MINIMUMS

BOWMAN FIELD(CON'T)

Rwy 16, climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound).

NOTE: **Rwy 16**, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159' MSL. **Rwy 34**, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6**, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

ARLINGTON, WA**ARLINGTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 11**, 600-2 or std. with a min. climb of 350' per NM to 700. **Rwy 34**, 500-2 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 11**, turn right.

Rwy 16, climb direct to WATON LOM. **Rwys 29, 34**, turn left. **All aircraft** climb direct to WATON LOM. Aircraft departing WATON LOM on bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S, left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR**ASTORIA RGNL**

TAKE-OFF MINIMUMS: **Rwy 8**, 800-3 or std. with a min. climb of 320' per NM to 900. **Rwy 13**, 700-2 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 8, 31**, turn left.

Rwy 13, climb runway heading to 800 then climbing right turn. **Rwy 26**, turn right. Aircraft departing northwestbound climb via AST R-290 on course.

All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

AUBURN, WA**AUBURN MUNI**

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE.

AURORA, OR**AURORA STATE**

DEPARTURE PROCEDURE: **Rwy 17**, turn right,

thence... **Rwy 35**, turn left, thence...

...Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: **Rwy 17**, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL.

Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL.

Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL. **Rwy 35**, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL.

Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT**BAKER MUNI**

NOTE: **Rwy 13**, 51' derrick 2200' from departure end of runway on centerline. 100' trees south of airport, near runway, various locations. **Rwy 31**, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline. 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY, OR**BAKER CITY MUNI**

TAKE-OFF MINIMUMS: **Rwy 8**, 900-2 or std. with a min. climb of 315' per NM to 6000, (788' per min. at 150K, 1050' per min. at 200K, 1313' per min. at 250K).

Rwy 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775' per min. at 150K, 1033' per min. at 200K, 1292' per min. at 250K). **Rwy 17, NA. Rwy 31**, 1300-2 or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K). **Rwy 35**, CAT C, D 1000-2; or std. with a min. climb of 240' per NM to 6000 (600' per min. at 150K, 800' per min. at 200K, 1000' per min. at 250K).

DEPARTURE PROCEDURE: **Rwys 8, 13**, turn left.

Rwys 26, 31, 35, turn right. **All aircraft** climb direct BKE VOR/DME. Continue climb in BKE holding pattern (SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM, WA**BELLINGHAM INTL**

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound. **Rwy 34**, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest, right turn, 149° inbound) to MEA as appropriate for direction of flight.

NOTE: **Rwy 16**, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL.

Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL.

Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL.

Rwy 34, lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL. multiple trees beginning 1372' from departure end of runway, 619' right of centerline, up to 134' AGL/246' MSL.

BEND, OR**BEND MUNI (BDN)****AMDT 4 09183 (FAA)**

DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY, WY**MILEY MEMORIAL FIELD**

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 8400 via BPI R-124. **Rwy 31**, climb to 10800 via BPI R-320 thence all aircraft climb on course.

BILLINGS, MT

BILLINGS LOGAN INTL (BIL)
AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10R**, NA- Obstacles.
DEPARTURE PROCEDURE: **Rwy 10L**, Climb heading 098° to 4600 before turning right.
NOTE: **Rwy 10L**, fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL, cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL, ground beginning 21' from departure end of runway, 499' right of centerline, 0' AGL/3505' MSL. **Rwy 25**, airport security fence, abeam departure end of runway, 500' left of centerline, 11' AGL/3672' MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/3672' MSL.

BLACKFOOT, ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: **Rwy 1**, climb to 7000 (or higher assigned altitude) direct IDA VOR/DME, before proceeding on course. **Rwy 19**, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE, ID

BOISE AIR TERMINAL (GOWEN FIELD)

DEPARTURE PROCEDURE: **Rwys 28L, 28R**, turn left **Rwys 10L, 10R**, turn right. Climb on BOI R-214 within 20 NM to cross BOI VORTAC at or above MEA/MCA for direction of flight.

BOZEMAN, MT

GALLATIN FIELD (BZN)
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA-ATC.
DEPARTURE PROCEDURE: **Rwys 12, 30**, use BOZEMAN DEPARTURE.

BREMERTON, WA

BREMERTON NATIONAL (PWT)
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. w/ min. climb of 410' per NM to 700.
DEPARTURE PROCEDURE: **Rwy 1**, Climbing right turn to 6000 direct CAN NDB, Thence... **Rwy 19**, Climb to 6000 direct CAN NDB, thence...
...Continue climb-in-hold (S, LT, 013° inbound) to 6000 before proceeding on course.
NOTES: **Rwy 1**, Multiple bushes 380' from departure end of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. **Rwy 19**, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALO, WY

JOHNSON COUNTY

TAKE-OFF MINIMUMS: Northbound aircraft:
Rwys 13, 31, 2400-2 or std. with a min. climb of 300' per NM to 7500. Southbound aircraft: **Rwy 31**, 400-2 or std. with a min climb of 300' per NM to 6000.
DEPARTURE PROCEDURE: Northbound aircraft:
Rwy 13, turn left. **Rwy 31**, climb straight ahead.
All aircraft proceed via SHR R-139 to SHR VORTAC. Southbound aircraft: **Rwy 13**, climb straight ahead. **Rwy 31**, turn right. **All aircraft** proceed via CZI R-319 to CZI VOR/DME.

BURLEY, ID

BURLEY MUNI

TAKE-OFF MINIMUMS: **All runways**, cross departure end of runway at or above 35' AGL.
DEPARTURE PROCEDURE: **All runways**, climb direct BURLEY (BYI) VOR/DME. Continue climb on R-305 within 10 miles to cross BYI VOR/DME: R-024 CW R-054 at or above 5500; R-055 CW R-240 at or above 8000; R-241 CW R-023 at or above 5900.
NOTE: **Rwy 2**, bridge 252' from departure end of runway, 513' left of centerline, 110' AGL/4195' MSL. Stack 2205' from departure end of runway, 857' right of centerline, 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. **Rwy 20**, antenna 523' from departure end of runway, 338' right of centerline, 43' AGL/4217' MSL. **Rwy 24**, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL. Grain elevator 3106' from departure end of runway, 163' left of centerline, 137' AGL/4317' MSL.

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNL (BVS)
ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 340' per NM to 3600. **Rwy 10**, 1700-2 or std. with a min. climb of 245' per NM to 2300. **Rwy 22**, 1300-2 or std. with a min. climb of 210' per NM to 1800.
DEPARTURE PROCEDURE: **Rwys 4, 10, 22**, turn right heading 280°. **Rwy 28**, climb runway heading.
All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.
NOTE: **Rwy 4**, tree 2581' from departure end of runway, 426' left of centerline, 100' AGL/212' MSL. Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.

BURNS, OR**BURNS MUNI**

DEPARTURE PROCEDURE: **Rwy 3**, climbing right turn, thence... **Rwy 12**, climb to 4600 via heading 117°, thence... **Rwys 21, 30**, climbing left turn, thence...

...All aircraft departing on ILR R-072 CWR-209, climb on course. All others climb on ILR R-123 within 10 NM to cross ILR VOR/DME at or above 5000.

NOTE: **Rwy 21**, pole 820' from departure end of runway, 357' left of centerline, 20' AGL/4169' MSL.

BUTTE, MT**BERT MOONEY**

TAKE-OFF MINIMUMS: **Rwy 11**, NA-obstacles. **Rwy 15**, std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions. **Rwy 29**, std. w/min. climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions. **Rwy 33**, std. w/min. climb of 355' per NM to 6800, or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climbing right turn direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 29**, climb heading 293° to intercept CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence... **Rwy 33**, climb direct CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME, thence...

...climb in CPN VOR/DME holding pattern (hold north, left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute.

NOTE: **Rwy 15**, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. **Rwy 29**, multiple trees and poles beginning 364' from departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. **Rwy 33**, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/5583' MSL.

CALDWELL, ID**CALDWELL INDUSTRIAL**

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. **Rwy 30**, climb via heading 299° to 4400 before proceeding on course.

NOTE: **Rwy 12**, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. **Rwy 30**, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER, WY**CASPER/NATRONA COUNTY INTL (CPR)
AMDT 3A 09155 (FAA)**

DEPARTURE PROCEDURE: **Rwys 3, 8, 12**, turn left.

All other runways, turn right. All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS, WA**CHEHALIS-CENTRALIA**

DEPARTURE PROCEDURE: **Rwy 16**, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLM R-151 to OLM VORTAC before proceeding on course. **Rwy 34**, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY**CHEYENNE RGNL/JERRY OLSON FIELD**

NOTE: **Rwy 13**, multiple trees beginning 74' from departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL. **Rwy 27**, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/6211' MSL. **Rwy 31**, multiple trees, road, fence and sign beginning 196' from departure end of runway, 76' left of centerline, up to 40' AGL/6238' MSL. Multiple poles and sign beginning 407' from departure end of runway, 8' left of centerline, up to 69' AGL/6229' MSL.

CODY, WY**YELLOWSTONE RGNL**

TAKE-OFF MINIMUMS: **Rwy 4**, 1500-2 or std. with a min. climb of 250' per NM to 6800. **Rwy 22**, 1600-2 or std. with a min. climb of 340' per NM to 6200.

DEPARTURE PROCEDURE: **Rwys 4, 22**, turn left.

All aircraft climb direct COD VOR/DME. Climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above: COD R-350 CWR-170, 6000; or R-171 CWR R-349, 11800.

COEUR D'ALENE, ID**COEUR D'ALENE-PAPPY BOYINGTON FLD**

TAKE-OFF MINIMUMS: **Rwy 5**, CAT A,B, 1700-2 or std. with a min. climb of 230' per NM to 4000. CAT C,D, 2600-2 or std. with a min. climb of 320' per NM to 5400.

DEPARTURE PROCEDURE: **Rwys 1, 5**, turn left, climb via COE R-005 to 5400, reverse course, continue climb direct COE VOR. **Rwy 19**, turn right. **Rwy 23**, turn left, climb via COE R-232 to 5000, reverse course, continue climb direct COE VOR.

COLSTRIP, MT**COLSTRIP (M46)****AMDT 2 08157 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6** use CISP (RNAV) DEPARTURE. **Rwy 24**, use CONUK (RNAV) DEPARTURE.

CONRAD, MT**CONRAD**

DEPARTURE PROCEDURE: **Rwy 24**, climb runway heading to 4300, then continue climb on course.

CORVALLIS, OR**CORVALLIS MUNI**

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, std. with a min. climb of 290' per NM to 3100 or 1700-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17**, climbing left turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

Rwys 27, 35, climbing right turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DME at or above 3400.

...climb in CVO VOR/DME holding pattern (E, RT, 261° inbound) to depart at or above 3400.

NOTE: **Rwy 9**, multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. **Rwy 27**, obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure end of runway, 544' left of centerline up to 36' AGL/276' MSL.

COWLEY/LOVELL/BYRON, WY**NORTH BIG HORN COUNTY**

DEPARTURE PROCEDURE: **Rwys 9, 27**, aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern (W, right turns, 078° inbound) to cross HCY NDB at or above 9000.

DEER PARK, WA**DEER PARK**

TAKE-OFF MINIMUMS: **Rwy 4**, 3000-2 or std. with a min. climb of 360' per NM to 5600.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading; **Rwy 22**, climbing left turn to heading 130°; **Rwys 4, 34**, climbing right turn to heading 210°; **All aircraft** intercept and continue climb via the 170° bearing from DPY NDB to intercept GEG R-006 to GEG VORTAC.

DILLON, MT**DILLON**

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA.

DEPARTURE PROCEDURE: **Rwys 16, 34**, turn right, climb in DLN VOR/DME holding pattern (N, right turns, 185° inbound) to cross DLN VOR/DME at or above; northwestbound V257 8500; southwestbound V121 8500; northbound V21 7600; southeastbound V21, V257 9400.

DOUGLAS, WY**CONVERSE COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-2 or std. with a min. climb of 250' per NM to 5200. **Rwy 23**, 1700-3 or std. with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME. **Rwy 11**, climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. **Rwy 23**, climbing left turn via IIP VOR/DME R-264 to IIP VOR/DME. **Rwy 29**, climbing right turn via IIP VOR/DME R-325 to IIP VOR/DME. **All aircraft** departing IIP R-253 CW R-180 climb on course. All others continue climb in IIP VOR/DME holding pattern (NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600; R-200 CWR-252 8000.

NOTE: **Rwy 5**, trees 1883' from departure end of runway, 549' right of centerline, 35' AGL/5014' MSL. Trees 3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35' AGL/5132' MSL. **Rwy 23**, trees 2068' from departure end of runway, 1008' left of centerline, 35' AGL/4994' MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

DRIGGS, ID**DRIGGS-REED MEMORIAL (DIJ)****AMDT 2 08157 (FAA)**

DEPARTURE PROCEDURE: Use LAMON DEPARTURE.

EASTSOUND, WA**ORCAS ISLAND (ORS)****ORIG 09295 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 16**, NA-Terrain. **Rwy 34**, 500-3 or std. w/ min. climb of 224' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 34**, climbing right turn to intercept HUH VORTAC R-210 to HUH VORTAC.

NOTE: **Rwy 34**, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG, WA**BOWERS FIELD**

TAKE-OFF MINIMUMS: **Rwys 7, 11**, 4600-3 or std. with a min. climb of 290' per NM to 7800. **Rwy 25**, 4700-3 or std. with a min. climb of 340' per NM to 7800. **Rwy 29**, 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: **Rwys 7, 29**, climbing right turn direct ELN VORTAC. **Rwys 11, 25**, climbing left turn direct ELN VORTAC. **All aircraft**, continue climbing in the ELN VORTAC holding pattern (W, right turns, 087° inbound) to MEA/MOCA for route of flight.

EPHRATA, WA**EPHRATA MUNI (EPH)****AMDT 3 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 29**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2300 before proceeding on course. **Rwy 11**, climb heading 112° to 2200 before proceeding on course. **Rwy 21**, climb heading 207° to 2800 before proceeding on course.

EUGENE, OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: **Rwys 16L, 16R**, climb to 1000 then climbing right turn...**Rwys 34L, 34R**, climb to 1000 then climbing left turn...

...all aircraft climb direct EUG VORTAC, then climb in EUG VORTAC holding pattern (hold north, right turn, 175° inbound) to cross EUG VORTAC at or above MEA altitude before proceeding enroute.

NOTE: **Rwy 16R**, tree 1992' from departure end of runway, 832' left of centerline, 50' AGL/419' MSL. **Rwy 16L**, multiple trees and power poles beginning 872' from departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway, 77' left of centerline, up to 50' AGL/433' MSL. **Rwy 34R**, multiple trees beginning 2869' from departure end of runway, 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline, 50' AGL/428' MSL.

EVANSTON, WY

EVANSTON-UINTA COUNTY BURNS FIELD

DEPARTURE PROCEDURE: **Rwy 5**, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT, WA

SNOHOMISH COUNTY (PAINE FIELD)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 353' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 11, 16L/R**, climbing right turn, thence...**Rwys 29, 34L/R**, climbing left turn, thence...

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: **Rwy 11**, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. **Rwy 16L**, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. **Rwy 16R**, multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. **Rwy 29**, multiple trees beginning 45' from departure end of runway, 66' left of centerline, up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. **Rwy 34R**, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from departure end of runway, 221' left of centerline, 103' AGL/682' MSL.

FAIRCHILD AFB (KSKA)

SPOKANE, WA ORIG, 08017

DEPARTURE PROCEDURES: **Rwy 5**, climb on track 048° to intercept SKA R-045 to 5300, then on course. **Rwy 23**, climb on track 241° to 3400, then on course.

TAKE-OFF OBSTACLES: **Rwy 23**, Terrain 2468' MSL, 194' from DER, 405' right of centerline. Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL, 509' from DER, 750' right of centerline.

FORT BENTON, MT

FORT BENTON

TAKE-OFF MINIMUMS: **Rwys 5, 23**, std. w/ min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 5, 23**, for climb in visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: **All aircraft** climb direct FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course; FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB **Rwy 34**, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC)

AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 275' per NM to 5600, or 1200-3 for climb in visual conditions. **Rwy 21**, 600-3 or std. w/ min. climb of 425' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 16**, climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on course. **Rwy 21**, climb via heading 206° to 5200, before proceeding on course.

NOTE: **Rwy 3**, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL. Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. **Rwy 16**, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right of centerline, up to 51' AGL/4789' MSL. **Rwy 21**, fence 328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30' AGL/4729' MSL. **Rwy 34**, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL. Vehicle on road 1609' from DER, 419' left of centerline, 15' AGL/4394' MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449' MSL. Vehicle on road 1610' from DER, 419' left of centerline, 15' AGL/4380' MSL.

**GOODING, ID**

GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 068° to 5000 before turning left. **Rwy 25**, climb heading 233° to 5600 before turning right.

NOTE: **Rwy 7**, rising terrain 59' from departure end of runway, 479' right of centerline, up to 3754' MSL. Fence line 653' from departure end of runway, 332' right of centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL. **Rwy 25**, vehicle on road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE, ID

IDAHO COUNTY (S80)

AMD T 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, NA - Obstacles.

DEPARTURE PROCEDURE: **Rwy 25**, Use MELLR DEPARTURE.

GRANTS PASS, OR

GRANTS PASS

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 4000-3 or std. with a min. climb of 360' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 30**, climb via heading 320 until passing 5000, then climbing right turn direct RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS, WA

..... **Rwy 15**, 300-1***Rwy 33**, 300-1**

* Or standard with minimum climb of 430/NM to 500.

** Or standard with minimum climb of 380/NM to 600.

Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. **Rwy 33** climb runway heading direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course. All others continue climb in GR holding pattern (Hold NW, RT, 147° inbound) to cross GR LOM at or above: 071° CW 134° bearing from GR LOM, 8500; 261° CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: **Rwy 7**, obstruction light on lighted wind sock 237' from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226' from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. **Rwy 21**, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. **Rwy 25**, windmill 2.3 NM from departure end of runway, 4197' right of centerline, 338' AGL/4003' MSL.

GREYBULL, WY

SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. w/ min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **All runways**, for departures on Gey bearings 320° CW 150°, climb in Gey NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures Gey bearings 150° CW 320° climb on course.

NOTE: **Rwy 25**, bush 4955' from DER, 1268' right of centerline, 2' AGL/4101' MSL.

GUERNSEY, WY

CAMP GUERNSEY

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 320' per NM to 4700. **Rwy 32**, 1400-2 or std. with a min. climb of 320' per NM to 5800.

DEPARTURE PROCEDURE: **Rwy 14**, climb to 5600 via heading 150°. **Rwy 32**, climb to 5800 via heading 070°.

All aircraft continue on course.

HAILEY, ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 13**, 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. **Rwy 31**, NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 13**, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: **Rwy 13**, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100' AGL/6099' MSL.

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.

HAVRE, MT

HAVRE CITY-COUNTY

DEPARTURE PROCEDURE: **Rwys 3, 7**, turn left;

Rwys 21, 25, turn right; climb to 3600 via HVR R-350, then direct HVR VOR/DME to cross HVR VOR/DME at or above 4000. Continue climb on course to MEA for route of flight.



HELENA, MT

HELENA RGNL (HLN)
ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5**, 2500-3 or std. w/ min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 9**, std. w/ min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 23**, 1600-3 or std. w/ min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwy 27**, 1600-3 or std. w/ min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. **Rwys 16, 34, NA**.
DEPARTURE PROCEDURE: **Rwys 5, 9**, climbing left turn heading 270°. **Rwys 23, 27**, climbing right turn heading 020°. **All Aircraft**: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on course.

NOTE: **Rwy 5**, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. **Rwy 23**, pole 2198' from departure end of runway, 462' left of centerline, 76' AGL/3996' MSL, tree 1011' from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. **Rwy 27**, building 1593' from departure end of runway, 731' left of centerline, 58' AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from departure end of runway, 616' left of centerline, 47' AGL/3906' MSL.

HERMISTON, OR

HERMISTON MUNI

NOTE: **Rwy 4**, tower 379' left of departure end of runway, 50' AGL/698' MSL. **Rwy 22**, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: **Rwy 6**, 600-2 or std. with a min. climb of 260' per NM to 600.
DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 110°. **Rwy 24**, climb runway heading.
All aircraft climb to 600 continue climb on course.

HULETT, WY

HULETT MUNI (W43)
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, std. w/ min. climb of 450' per NM to 6300, or 500-2¼ w/ min. climb of 295' per NM to 7700, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. **Rwy 31**, climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: **Rwy 13**, road 398' from departure end of runway, 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. **Rwy 31**, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

IDAHO FALLS, ID

IDAHO FALLS RGNL

DEPARTURE PROCEDURE: **All aircraft** departing
IDA

R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (S, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500.

NOTE: **Rwy 2**, trees 1798' from departure end of runway, 457' right of centerline, 80' AGL/4769' MSL.

Rwy 17, antenna 2561' from departure end of runway, 338' right of centerline, 121' AGL/4847' MSL. **Rwy 20**, pole 2465' from departure end of runway, 632' right of centerline, 56' AGL/4755' MSL. **Rwy 35**, trees 883' from departure end of runway, 676' right of centerline, 80' AGL/4769' MSL.

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: **Rwy 1**, use GEYSER DEPARTURE. **Rwy 19**, use TETON DEPARTURE.



JEROME, ID

JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 500-1¼ or std. w/ min. climb of 435' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 086° to 5300 before proceeding on course. **Rwy 27**, climb heading 266° to 4800 before proceeding on course.

NOTE: **Rwy 9**, bush 140' from DER, 500' left of centerline, 16' AGL/4076' MSL. Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline, up to 53' AGL/4137' MSL. Building 2186' from DER, 173' left of centerline, 29' AGL/4119' MSL. Rising terrain starting 2549' from DER, 560' left of centerline, up to 4219' MSL. AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL. Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. **Rwy 27**, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNL/OGILVIE FIELD

(GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 17, 35**, NA, Terrain.

DEPARTURE PROCEDURE: **Rwy 27**, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC, climb in IMB VORTAC holding pattern (E, right turns, 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: **Rwy 27**, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662' MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT

GLACIER PARK INTL

DEPARTURE PROCEDURE: Use SKOTT

DEPARTURE.

KELSO, WA

SOUTHWEST WASHINGTON RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA. **Rwy 30**, 1200-2 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: Departure procedure limited to CAT A, B aircraft. **Rwy 30**, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct BTG VORTAC or MEA for route of flight.

KEMMERER, WY

KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28**, NA - Rwy surfaces.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 12000 via heading 166° and FBR VOR/DME R-330 to FBR VOR/ DME before proceeding on course. **Rwy 34**, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DME R-345 to FBR VOR/ DME before proceeding on course.

KLAMATH FALLS, OR

KLAMATH FALLS

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 14**, 1100-3 or std. with a min. climb of 275' per NM to 5500. **Rwy 25**, 3300-3 or std. with a min. climb of 250' per NM to 7400.

Rwy 32, 2000-3 or std. with a min. climb of 320' per NM to 6300.

DEPARTURE PROCEDURE: **Rwys 14, 25**, climb via runway heading to 6000 then climbing right turn direct LMT VORTAC, thence... **Rwy 32**, climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W, right turns, 070° inbound) to cross LMT VORTAC at or above 8000.

LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 12**, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min. climb of 500' per NM to 7800.

Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34**, 2900-3 or std. with a min. climb of 350' per NM to 6100. **Rwy 16**, 2000-3 or std. with a min. climb of 500' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 12, 16**, climbing left turn direct LGD NDB, thence; **Rwys 30, 34**, climbing right turn heading 010°, thence; **all aircraft** climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn direct LGD NDB.

LAKEVIEW, OR

LAKE COUNTY

TAKE-OFF MINIMUMS: **Rwy 16**, 3700-5 or std. with a min. climb of 320' per NM to 8800. **Rwy 34**, 2500-5 or std. with a min. climb of 320' per NM to 8500.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn via LKV R-163 to LKV VORTAC. **Rwy 34**, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. **All aircraft** continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE, WY

LARAMIE RGNL

DEPARTURE PROCEDURE: **Rwy 3**, turn left. **Rwys 12, 21**, turn right. **All aircraft** climb direct LAR VORTAC, continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above: westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.



LAUREL, MT

LAUREL MUNI

TAKE-OFF MINIMUMS: **Rwys 9, 14, 27, 32**, NA.
DEPARTURE PROCEDURE: **Rwy 22**, turn left.
All aircraft climb direct BIL VORTAC.

LEWISTON, ID

LEWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: **Rwys 8, 11, 26, 29**, turn left direct MQG VOR/DME. Continue climb in holding pattern (W, left turns, 066° inbound) to cross MQG VOR/DME at or above 3600.

LEWISTOWN, MT

LEWISTOWN MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 1800-2 or std. with a min. climb of 280' per NM to 6900. **Rwy 7, 12**, 900-2 or std. with a min. climb of 220' per NM to 6200.
DEPARTURE PROCEDURE: **Rwys 2, 30** turn left. **Rwys 7, 12, 20**, turn right. **Rwy 25**, climb runway heading. **All aircraft** climb direct LWT VORTAC. Continue climb in holding pattern (W, right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: **Rwy 26**, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions. **Rwy 8**, std. with min. climb of 490' per NM to 4200, or 1600-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwys 8, 26**, for climb in visual conditions: cross Lexington Airport at or above 3600.
NOTES: **Rwy 8**, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: **Rwy 33**, not authorized.
Rwy 15, use EYSE RNAV DEPARTURE.

LIVINGSTON, MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 13, 26, 31**, NA-
Environmental.
DEPARTURE PROCEDURE: **Rwys 4, 22**, use LIVINGSTON DEPARTURE.

MADRAS, OR

MADRAS MUNI (S33)

ORIG-A 09043 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ a min. climb of 298' per NM to 3900 or 1100-2 ½ for climb in visual conditions. **Rwy 22**, std. w/ a min. climb of 281' per NM to 3900 or 1100-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 4, 34**, climbing left turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course. **Rwy 16**, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course, or...
Rwy 22, climb heading 216° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course, or...
... for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course.

MC CALL, ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, NA-Obstacles.
DEPARTURE PROCEDURE: **Rwy 16**, use MCCALL DEPARTURE.

MC CHORD AFB (KTCM)

TACOMA, WA 09127

DEPARTURE PROCEDURE: **Rwy 16**, Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER). Cross ALDER at or above 4000. After ALDER, maintain MEA/MOCA for route of flight. **Rwy 34**, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER). Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight.

TAKEOFF OBSTACLES: **Rwy 16**, Grove of trees 143' AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER, 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline. Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline. Trees 83' AGL/392' MSL, 2006' from DER, 959' left of centerline. Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline. **Rwy 34**, Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER, 407' left of centerline. Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline. Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.

MC MINNVILLE, OR

MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 400-1¼ or std. w/ min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway. **Rwy 17**, std. w/ min. climb of 300' per NM to 1200 or 1800-2½ for climb in visual conditions. **Rwy 22**, std. w/ min. climb of 303' per NM to 1400 or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence ...

Rwy 17,22, climbing left turn to intercept UBG R-183 to UBG VOR/DME, thence ... or for climb in visual conditions: cross Mc Minnville Muni at or above 1800 before proceeding on course. **Rwy 35**, climb heading 347° to intercept UBG R-221 to UBG VOR/DME, thence...

... continue climb in UBG VOR/DME holding pattern (S, left turns, 003° inbound) until reaching MEA for route of flight.

NOTE: **Rwy 4**, multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL. **Rwy 17**, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL. Tree 1760' from departure end of runway, 627' left of centerline, 100' AGL/257' MSL. **Rwy 22**, multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. **Rwy 35**, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277' MSL.

MEDFORD, OR

ROGUE VALLEY INTL-MEDFORD (MFR)

AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9,27**, NA-Obstacles.

Rwy 14, std. w/ min. climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. **Rwy 32**, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC...

...all aircraft climb in OED VORTAC holding pattern (hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7,25**, NA-Obstacles.

DEPARTURE PROCEDURE: **Rwys 11, 29**, use GRZLY DEPARTURE.

MOSES LAKE, WA

GRANT COUNTY INTL

NOTE: **Rwy 14R**, antenna 3902' from departure end of runway, 828' right of centerline, 98' AGL/1268' MSL.

Rwy 18, pole 405' from departure end of runway, 334' right of centerline, 30' AGL/1209' MSL. Windssock 496' from departure end of runway, 371' left of centerline, 16' AGL/1195' MSL. **Rwy 32L**, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSL.

MOUNTAIN HOME AFB (KMUO)

MOUNTAIN HOME, ID 07270

Rwy 12,30, 6700-3*

* Or standard with minimum climb of 270'/NM to 9100.

TAKE-OFF OBSTACLES: **Rwy 12**, Terrain 0' AGL/3028' MSL, 1224' from DER, 744' right of centerline. Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline. Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL/3018' MSL, 148' from DER, 328' left of centerline. Terrain 0' AGL/3016' MSL, 300' from DER, 580' left of centerline. Road/Vehicle 15' AGL/3044' MSL, 1147' from DER, 794' right of centerline. Power pole 35' AGL/3069' MSL, 2914' from DER, 940' right of centerline. Tower 30' AGL/3032' MSL, 1067' from DER, 902' right of centerline. Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline. **Rwy 30**, Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline. Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline. Terrain 0' AGL/3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline. Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: **Rwy 10**, 3500-2 or std. with a min. climb of 305' per NM to 7300. **Rwy 28**, 3500-2 or std. with a min. climb of 290' per NM to 7300.

DEPARTURE PROCEDURE: **Rwy 10**, climbing left turn direct STI NDB. **Rwy 28**, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E, left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA, ID

NAMPA MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course.

NOTE: **Rwy 11, 70'** AGL tree, 1225' from departure end of runway, 90' right of centerline.

NEWCASTLE, WY

MONDELL FIELD (ECS)

AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,17,23,35**, NA. **Rwy 13**, 200-1 std. with a min. climb of 275' per NM to 4400.
Rwy 31, 300-1 std. with a min. climb of 300' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 31**, climbing left turn. **All aircraft** climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: **Rwy 13**, fence posts, beginning 299' from DER, 218' left of centerline, up to 10' AGL/4190' MSL. Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. **Rwy 31**, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200' MSL. Bush 5787' from DER, 1441' right of centerline, 13' MSL/4363' MSL. Railroad 735' from DER, 314' right of centerline 30' AGL/4202' MSL. Road 207' from DER, 254' right of centerline, 15' AGL/4187' MSL.

NEWPORT, OR

NEWPORT MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, NA. **Rwy 16**, 500-2 or std. with a min. climb of 310' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2**, NA. **Rwy 16**, turn right. **Rwy 34**, turn left. Aircraft departing via ONP R-180 CW R-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200.

NORTH BEND, OR

SOUTHWEST OREGON RGNL (OTH)

AMDT 4B 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 800-2 or std. with a min. climb of 340' per NM to 900. **Rwy 13**, 800-2. **Rwys 16,34**, NA-Rwy closed. **Rwy 31**, 300-2 or std. with a min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE: **Rwys 4,31**, turn left. **Rwys 13,22**, turn right. **All aircraft** climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH VORTAC.

NOTE: **Rwy 13**, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL.

OAK HARBOR, WA

A J EISENBERG (OKH)

ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1. **Rwy 25**, 300-1. DEPARTURE PROCEDURE: **Rwy 7**, climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. **Rwy 25**, climb via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course.

NOTE: **Rwy 7**, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple trees beginning 664' from DER, 208' right of centerline, up to 80' AGL/299' MSL. Fence 612' from DER, right and left of centerline, 10' AGL/229' MSL. Multiple bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. **Rwy 25**, cars on road 87' from DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

OLYMPIA, WA

OLYMPIA RGNL (OLM)

AMDT 5A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-2 or std. with a min. climb of 706' per NM to 600, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 085° to 1000 then climbing left turn direct OLM VORTAC, thence... **Rwy 17**, climb heading 172° to 1200 then climbing right turn direct OLM VORTAC, thence... or climb in visual conditions to cross OLM VORTAC at or above 2300, thence... **Rwys 26,35**, climbing right turn direct OLM VORTAC, thence...

...continue climb in OLM VORTAC holding pattern (south, right turn, 356° inbound) to cross OLM VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, multiple trees beginning 880' from DER, 214' left of centerline, up to 100' AGL/343' MSL.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL. **Rwy 17**, multiple trees beginning 1008' from DER, 24' left of centerline, up to 100' AGL/490' MSL. Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. **Rwy 26**, multiple trees and WSK on building beginning 475' from DER, 595' left of centerline, up to 100' AGL/330' MSL. Multiple trees beginning 338' from DER, 339' right of centerline, up to 100' AGL/309' MSL. **Rwy 35**, multiple trees beginning 2176' from DER, 198' left of centerline, up to 100' AGL/313' MSL. Multiple trees and field light on hangar beginning 657' from DER, 621' right of centerline, up to 100' AGL/315' MSL.

OMAK, WA

OMAK

TAKE-OFF MINIMUMS: **Rwy 17**, 2200-2 or std. with a min. climb of 300' per NM to 4200. **Rwy 35**, NA.

DEPARTURE PROCEDURE: **Rwy 17**, use GETNG RNAV DEPARTURE. **Rwy 35**, NA.

ONTARIO, OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb to 9600 on a heading between 010° CW to 141° from departure end of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: **Rwy 14**, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314' MSL. **Rwy 32**, multiple trees, poles, and buildings beginning 340' from departure end of runway, 405' left of centerline up to 100' AGL/2458' MSL. Multiple trees, poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

PASCO, WA

TRI-CITIES

DEPARTURE PROCEDURE: **All runways**, climb runway heading to 1000, thence... **Rwy 12**, turn left. All others turn right. **All aircraft** climb direct PSC VOR/DME before proceeding on course.

PENDLETON, OR

EASTERN OREGON RGNL AT PENDLETON
(PDT)

AMDT 3 09183 (FAA)

DEPARTURE PROCEDURE: **Rwys 7, 29, 34**, climbing left turn direct PDT VORTAC, thence...

Rwys 11, 16, climbing right turn direct PDT VORTAC, thence...

Rwy 25, climb direct PDT VORTAC, thence...

...continue climb in PDT VORTAC holding pattern (West, left turn, 073° inbound) to cross PDT VORTAC at or above MEA before proceeding on course.

NOTE: **Rwy 16**, multiple trees beginning 232' from DER, 348' right of centerline, up to 100' AGL/1579' MSL.

Rwy 25, multiple antennas and terrain beginning 203' from DER, 259' left of centerline, up to 13' AGL/1512' MSL.

Rwy 29, terrain 189' from DER, 247' left of centerline, 1493' MSL.

PINEDALE, WY

PINEDALE/RALPH WENZ FIELD (PNA)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, std. with a min. climb of 310' per NM to 8300, or 4900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 11**, climbing right turn to 10000 via heading 190° and BPI R-040 to BPI VOR/DME before proceeding on course. **Rwy 29**, climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions: cross Pinedale/Ralph Wenz Field at or above 11800 before proceeding on course.

PLENTYWOOD, MT

SHER-WOOD

NOTE: **Rwy 12**, multiple bushes beginning 47' from departure end of runway, 71' left of centerline, up to 12' AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL. **Rwy 30**, multiple bushes and road beginning 68' from departure end of runway, 75' right of centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)

AMDT 6 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. w/ min. climb of 270' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn to 7500 via heading 240 and PIH R-269 to SICOY/PIH 10 DME. **Rwys 17, 21**, climbing right turn to 7500 via PIH R-269 to SICOY/PIH 10 DME. **Rwy 35**, climbing left turn to 7500 via heading 230 and PIH R-269 to SICOY/PIH 10 DME.

DME REQUIRED.

NOTE: **Rwy 3**, trees beginning 3132' from departure end of runway, 562' left of centerline, up to 100' AGL/4549' MSL. Rod on obstruction light 978' from departure end of runway, 759' right of centerline, 37' AGL/4486' MSL.

Rwy 17, transmission tower 1.19 NM from departure end of runway, 2395' left of centerline, 124' AGL/4693' MSL. Trees beginning 1.63 NM from departure end of runway, 2642' left of centerline, up to 100' AGL/4759' MSL. Fence 112' from departure end of runway, 416' right of centerline, 4' AGL/ 4453' MSL. Bush 30' from departure end of runway, 261' right of centerline, 6' AGL/4445' MSL. Fence 208' from departure end of runway, 421' right of centerline, 10' AGL/4449' MSL. **Rwy 21**, antenna 543' from departure end of runway, 309' left of centerline, 17' AGL/4466' MSL. Obstruction light 543' from departure end of runway, 286' left of centerline, 13' AGL/ 4462' MSL. **Rwy 35**, electrical equipment 197' from departure end of runway, 248' left of centerline, 10' AGL/ 4454' MSL.

POLSON, MT

POLSON

TAKE-OFF MINIMUMS: **Rwy 18**, N/A-extremely precipitous terrain. **Rwy 36**, standard with a min. climb of 270' per NM to 8400'.

DEPARTURE PROCEDURE: **Rwy 36**, Use ANGIL RNAV DEPARTURE.

NOTES: **Rwy 36**, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179' MSL. Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Copter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE, right turns, 237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTL

DEPARTURE PROCEDURE: **Rwys 8, 13, 26, 31**, use WATTR FIVE DEPARTURE.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



PORTLAND, OR

PORTLAND INTL (PDX)

AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 500-3 or std. w/ min. climb of 400' per NM to 600. **Rwy 10L/R**, std. w/ min. climb of 270' per NM to 2900. **Rwy 21**, std. w/ min. of 310' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... **Rwys 10L, 10R**, climb heading 099° to 500, then climbing left turn direct BTG VORTAC, thence ... **Rwy 21**, climb heading 205.03 to 500, then climbing right turn direct BTG VORTAC, thence ... **Rwys 28L, 28R**, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on course.

NOTE: **Rwy 3**, signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. **Rwy 10L**, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. **Rwy 10R**, pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: **Rwy 21**, trees beginning 1319' from departure end of runway, 155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. **Rwy 28L**, trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. **Rwy 28R**, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right of centerline, up to 27' AGL/69' MSL.

PORTLAND-HILLSBORO

TAKE-OFF MINIMUMS: **Rwy 30**, 200-1¼ or std. with a min. climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn direct UBG VOR/DME... **Rwys 2, 20, 30**, climbing left turn direct UBG VOR/DME...

...all aircraft climb in UBG VOR/DME holding pattern (west, right turn, 108° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

NOTE: **Rwy 2**, multiple roads beginning 246' from departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL. **Rwy 12**, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. **Rwy 20**, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL. **Rwy 30**, multiple trees beginning 1664' from departure end of runway, 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline, 26' AGL/215' MSL.

PORTLAND, OR (CON'T)

PORTLAND-TROUTDALE

TAKE-OFF MINIMUMS: **Rwy 7**, 3600-2 or std. with a min. climb of 380' per NM to 4100. **Rwy 25**, 900-2 or std. with a min. climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 7**, turn left.

Rwy 25, turn right. All aircraft climb via BTG R-125 direct BTG VORTAC. Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 3, 16, 21, 34**, NA.

DEPARTURE PROCEDURE: **Rwy 13**, turn right.

Rwy 31, turn left. All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N, left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR

PRINEVILLE (S39)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 350 feet per NM to 6500, or 2400-3 for climb in visual conditions. **Rwy 15**, std. w/ min. climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. **Rwy 28**, std. w/ min. climb of 450' per NM to 6700, or 2400-3 for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 380' per NM to 6700, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 15**, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

Rwy 28, climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. **Rwy 33**, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course.

NOTE: **Rwy 10**, trees beginning 2693' from departure end of runway, 545' right of centerline, up to 100' AGL/3339' MSL. **Rwy 15**, trees beginning 1129' from departure end of runway, 697' right of centerline, up to 100' AGL/3319' MSL. **Rwy 28**, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. **Rwy 33**, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319' MSL.



PULLMAN-MOSCOW, WA

PULLMAN-MOSCOW RGNL

TAKE-OFF MINIMUMS: **Rwy 5**, 3,300-1½ with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. **Rwy 23**, 300-1 or std. with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions; cross Pullman-Moscow Rgnl at or above 4500. **Rwy 23**, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 5**, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. **Rwy 23**, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.

PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16, 34**, 300-1.

DEPARTURE PROCEDURE: **Rwy 16**, climbing right turn. **Rwy 34**, climb runway heading. **All aircraft** climb via SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in COTNY holding pattern (Hold S, left turns, 338° inbound) to depart COTNY at or above: 001° CW 090° 3500, 090° 3500, 091° CW 120° 10,400, 121° CW 170° 2700, 171° CW 360° 1500.

NOTE: **Rwy 16**, light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662' MSL. Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL. **Rwy 34**, multiple trees beginning 58' from DER, 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155' from DER, 464' left of centerline, 578' MSL. Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS, WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 440' per NM to 7500. **Rwy 22**, 1500-2 or std. with a min climb of 365' per NM to 8700. **Rwys 10, 28, NA**.

DEPARTURE PROCEDURE: **Rwy 4**, turn right. **Rwy 22**, turn left. Climb to 10000 via RWL R-200 and CKWR-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWL R-200 to assigned route then climb on course.

REDMOND, OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, std. w/ min. climb of 269' per NM to 4700. **Rwy 28**, std. w/ min. climb of 276' per NM to 4800.

DEPARTURE PROCEDURE: **Rwy 4**, climbing left turn via heading 265° and DSD R-047 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 10**, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 22**, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. **Rwy 28**, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 28**, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

RENTON MUNI (RNT)

AMDT 6 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 400' per NM to 800, or 1100-2½ for climb in visual conditions. **Rwy 34**, 500-2½ or std. with a min. climb of 315' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 16**, Climb heading 154° to 700, then climbing right turn direct SEA VORTAC, then..., or for climb in visual conditions: cross Renton Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC, then...,

Rwy 34, Climb heading 334° to 700, then climbing left turn direct SEA VORTAC then..., ...Climb in SEA VORTAC holding pattern (E, LT, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight.

NOTES: **Rwy 16**, Trees, towers, lights and blast shield beginning 286' from departure end of runway, 4' left of centerline, up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from departure end of runway, 54' right of centerline, up to 100' AGL/297' MSL. **Rwy 34**, Trees and terrain beginning 1.6 NM from departure end of runway, 104' left of centerline, up to 100' AGL/485' MSL. Trees, terrain and wood piling beginning 75' from departure end of runway, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG, ID

REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn. **Rwy 35**, climbing left turn. **All aircraft** climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

NOTE: **Rwy 17**, 100' AGL trees 125' from departure end of runway, 350' left of centerline. **Rwy 35**, 100' AGL trees 350' from departure end of runway, 450' right of centerline. 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RICHLAND, WA

RICHLAND

TAKE-OFF MINIMUMS: **Rwy 1**, 200-1 or std. w/ min. climb of 310' per NM to 700. **Rwy 19**, std. w/ min. climb of 480' per NM to 2300, or 1800-2½ for climb in visual conditions. **Rwy 26**, 500-2½ or std. w/ min. climb of 309' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn via heading 070° and PSC R-301 to PSC VOR/DME, thence... **Rwy 8**, climbing right turn direct PSC VOR/DME, thence... **Rwy 19**, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/DME thence... **Rwy 26**, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence... climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or above MEA for route of flight before proceeding on course.

NOTE: **Rwy 1**, crane and multiple poles 752' from departure end of runway, 477' right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. **Rwy 8**, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL. **Rwy 19**, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees, terrain, and buildings 22' from departure end of runway, 30' left of centerline, up to 100' AGL/479' MSL. **Rwy 26**, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway, 255' right of centerline, up to 18' AGL/417' MSL.

RIVERTON, WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS, WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC. Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260° inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT

RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. w/ min. climb of 260' per NM to 9900 or 6100-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 250' per NM to 9900 or 6100-3 in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. **Rwy 34**, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course.

NOTE: **Rwy 16**, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL. **Rwy 34**, building 158' from DER, 370' left of centerline 40' AGL/3130' MSL. Tree 1358' from DER, 556' left of centerline 50' AGL/3149' MSL.

ROSEBURG, OR

ROSEBURG RGNL (RBG)

AMD T 5A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, std. with a min. climb of 642' per NM to 2000, or 1700-3 for climb in visual conditions. **Rwy 34**, std. with a min. climb of 760' per NM to 2000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 16**, climb direct RBG VOR/DME, or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DME to cross at or above the MCA or MEA for route of flight. **Rwy 34**, climb via heading 342° to 4000, or climb in visual conditions to cross Roseburg Airport northbound at or above 2200 and then via heading 342° to 4000. Then climbing left turn direct RBG VOR/DME, to cross RBG VOR/DME at or above MCA or MEA for route of flight. Aircraft that have not reached the MCA or MEA for route of flight continue climb via RBG R-157 and right turn direct RBG VOR/DME.

NOTE: **Rwy 16**, tower 1.56 NM from departure end of runway, 2231' right of centerline, 50' AGL/1201' MSL, tree 1.47 NM from departure end of runway, 1560' right of centerline, 21' AGL/980' MSL, tree 1.46 NM from departure end of runway, 1298' right of runway centerline, 45' AGL/964' MSL, pole 1.36 NM from departure end of runway, 921' right of centerline, 75' AGL/914' MSL, rod on airway beacon 1.29 NM from departure end of runway, 409' right of centerline, 52' AGL/891' MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL, obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557' MSL. **Rwy 34**, tree 1.10 NM from departure end of runway, 2003' left of runway centerline, 60' AGL/1179' MSL. Tree 5165' from departure end of runway, 1744' left of centerline, 64' AGL/1023' MSL. Obstruction light on pole 4850' from departure end of runway, 56' left of centerline, 15' AGL/894' MSL. Tree 4785' from departure end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826' left of runway centerline, 17' AGL/896' MSL. Tree 4079' from departure end of runway, 508' left of runway centerline, 21' AGL/780' MSL. Tree 5067' from departure end of runway, 265' right of centerline, 43' AGL/802' MSL. Tree 4260' from departure end of runway, 345' right of centerline, 42' AGL/761' MSL. Tree 1465' from departure end of runway 329' right of runway centerline, 100' AGL/642' MSL. Tree 913' from departure end of runway, 217' right of runway centerline, 100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615' MSL. Hill 1065' from departure end of runway, 299' right of runway centerline 608' MSL. Trees beginning 60' from departure end of runway, 117' left of runway centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway centerline, 15' AGL/560' MSL. Multiple signs beginning 792' from departure end of runway, 550' left of runway centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway centerline, 29' AGL/557' MSL.

SALEM, OR

MCNARY FIELD

TAKE-OFF MINIMUMS: **Rwy 13**, 600-2 or std. with a min. climb of 240' per NM to 800. **Rwy 16**, 600-2 or std. with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or; **Rwys 31, 34**, turn right. **Rwy 16**, turn left. **Rwy 13**, climb heading 130°. **All aircraft** climb direct TURN O LOM/Int. Continue climb in holding (SE, left turns, 310° inbound) to cross TURN O LOM/INT at or above MEA for route of flight.

SALMON, ID

LEMHI COUNTY

TAKE-OFF MINIMUMS: **Rwy 17**, NA. **Rwy 35**, 4300-5 or std. with a min. climb of 390' per NM to 8000.

DEPARTURE PROCEDURE: **Rwy 17**, NA. **Rwy 35**, climb runway heading to 8000, then climbing left turn to 11,300 direct LKT VOR/DME before proceeding on course.

SANDPOINT, ID

SANDPOINT

TAKE-OFF MINIMUMS: **Rwy 1**, 4200-2 or std. with a min. climb of 520' per NM to 5800. **Rwy 19**, 2200-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn to COE VOR/DME via heading 200° and COE R-002. **Rwy 19**, climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: **Rwy 23**, 400-1 or std. with a min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: **Rwy 5**, turn left heading 280°. **Rwy 23**, turn right heading 340°. **All aircraft** climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: **Rwy 15**, climbing left turn direct BTG VORTAC. **Rwy 33**, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for direction of flight.

NOTE: **Rwy 15**, 158' MSL tree 470' from departure end of runway, 499' right of centerline. **Rwy 33**, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: **Rwy 12**, std. with a min. climb of 280' per NM to 3400.

SEATTLE, WA

BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: **Rwy 13L**, 500-3 w/ min. climb of 232' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 13R**, std. w/ a min. climb of 476' per NM to 900, or 500-3 w/ a min. climb of 386' per NM to 900, or 1000-2½ for climb in visual conditions. **Rwy 31L**, std. w/ a min. climb of 386' per NM to 800, or 300-1½ w/ min. climb of 235' per NM to 800, or 1000-2½ for climb in visual conditions. **Rwy 31R**, std. w/ a min. climb of 334' per NM to 900, or 400-1¾ w/ min. climb of 216' per NM to 900, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 13L/R**, climbing right turn. **Rwys 31L/R**, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEA R-344 to SEA VORTAC, continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000.

NOTES: **Rwy 13L**, multiple trees, towers, antennas and building beginning 402' from departure end of runway, 411' left of centerline, up to 127' AGL/479' MSL.

Rwy 13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. **Rwy 31L**, multiple trees, fence, and building beginning 250' from departure end of runway, 253' left of centerline, up to 71' AGL/101' MSL. Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL. **Rwy 31R**, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway, 389' right of centerline, up to 103' AGL/350' MSL. Multiple obstruction lights beginning 214' from departure end of runway, 99' left of centerline, up to 71' AGL/101' MSL.

SEATTLE-TACOMA INTL (SEA)

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 16L, 16C, 16R**, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight.

NOTE: **Rwy 16L**, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/476' MSL. **Rwy 16C**, trees beginning 4477' from departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. **Rwy 16R**, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. **Rwy 34L**, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT

SHELBY

TAKE-OFF MINIMUMS: **Rwy 5**, 200-1¼ or std. w/ min. climb of 212' per NM to 3700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.

NOTE: **Rwy 5**, fence post 320' from departure end of runway, 162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway, 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL.

Rwy 11, truck on road 906' from departure end of runway, 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway, 26' right of centerline, 75' AGL/3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway, 174' left of centerline, 22' AGL/3451' MSL.

SHELTON, WA

SANDERSON FIELD

TAKE-OFF MINIMUMS: **Rwy 5**, std. w/ a min. climb of 312' per NM to 4000, or 1500-2½ for a climb in visual conditions.

Rwy 23, std. w/ a min. climb of 414' per NM to 4000, or 1500-2½ for a climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000. **Rwy 23**, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEA R-230 to cross CARRO intersection at or above 4000.

NOTE: **Rwy 5**, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL. **Rwy 23**, multiple trees beginning 52' from departure end of runway, 149' left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.

SHERIDAN, WY**SHERIDAN COUNTY**

TAKE-OFF MINIMUMS: **Rwy 5**, 700-3 or std. w/ min. climb of 318' per NM to 5100, or... **Rwy 14**, 800-3 or std. w/ min. climb of 263' per NM to 5100, or... **Rwy 23**, 900-3 or std. w/ min. climb of 348' per NM to 5100, or...
...1400/3 for climb in visual conditions. Climb in visual conditions NA at night.

DEPARTURE PROCEDURE: **Rwy 5**, climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 14**, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 23**, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... **Rwy 32**, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...
...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight.

NOTE: **Rwy 5**, multiple trees beginning 101' from departure end of runway, 188' left of centerline, up to 80' AGL/3991' MSL. **Rwy 23**, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. **Rwy 32**, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSL.

SIDNEY, MT**SIDNEY-RICHLAND MUNI**

TAKE-OFF MINIMUMS: **Rwy 28**, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA**HARVEY FIELD (S43)****ORIG 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwys 15R, 33L**, NA-obstacles. **Rwy 15L**, std. w/ min. climb of 353' per NM to 1100, or 1200-2½ for climb in visual conditions. **Rwy 33R**, std. w/ min. climb of 475' per NM to 800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15L**, climbing right turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence... **Rwy 33R**, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence...

... aircraft departing WATON LOM on bearings 150° CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course.

NOTE: **Rwy 15L**, tree 81' from DER, 177' right of centerline, 40' AGL/106' MSL. Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. **Rwy 33R**, powerline 139' from DER, 226' left of centerline, 40' AGL/56' MSL. Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.

SPOKANE, WA

FELTS FIELD

TAKE-OFF MINIMUMS: **Rwys 3L, 3R**, std. w/ min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions. **Rwy 21L**, std. w/ min. climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. **Rwy 21R**, std. w/ min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3L, 3R**, climb to 3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course. **Rwys 21L, 21R**, climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course.

NOTE: **Rwy 3L**, multiple trees beginning 5000' from departure end of runway, 530' left of centerline, up to 104' AGL/2513' MSL. Tree 1854' from departure end of runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. **Rwy 3R**, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of centerline, up to 128' AGL/3560' MSL. **Rwy 21L**, pole 316' from departure end of runway, 302' left of centerline, 33' AGL/1992' MSL, tree 926' from departure end of runway, 362' left of centerline, 50' AGL/2006' MSL, building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/1975' MSL. Elevator 4080' from departure end of runway, 598' left of centerline, 134' AGL/2080' MSL. **Rwy 21R**, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway, 404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29' AGL/1975' MSL, pole 1427' from departure end of runway, 13' right of centerline, 33' AGL/1982' MSL.

SPOKANE INTL

DEPARTURE PROCEDURE: **All aircraft** climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200, southeast thru westbound climb on course.

STEVENSVILLE, MT

STEVENSVILLE

TAKE-OFF MINIMUMS: **Rwy 12**, do not exceed 210 knots until established on MSOR-163. **Rwy 30**, do not exceed 210 knots until established on MSO R-160.

DEPARTURE PROCEDURE: **Rwy 12**, climbing right turn via heading 335 and MSO R-163 to MSO VOR/DME climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. **Rwy 30**, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course.

SUNRIVER, OR

SUNRIVER

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 360' per NM to 4400. **Rwy 36**, 600-2 or std. with a min. climb of 240' per NM to 4900.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 7000 then climbing left turn direct DSD VORTAC. **Rwy 36**, climb direct to DSD VORTAC. Then **all aircraft** climb on course.

TACOMA, WA

TACOMA NARROWS

TAKE-OFF MINIMUMS: **Rwy 35**, 400-1 or std. with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: **Rwy 17**, turn right, climb via heading 230° to intercept OLM R-009 then direct OLM VORTAC. **Rwy 35**, turn left, climb via heading 270° to intercept SEA R-230 then direct CARRO INT. Continue climb in holding (SW, right turns, 047° inbound) to MEA or assigned altitude for route of flight.

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, CAT A,B 1100-2 or std. with a min. climb of 350' per NM to 1500. CAT C,D 2600-3 or std. with a min. climb of 475' per NM to 3100.

Rwy 7, 900-3 or std. with a min. climb of 330' per NM to 1200. **Rwy 12**, 1400-3 or std. with a min. climb of 500' per NM to 2000. **Rwy 20**, 1800-3 or std. with a min. climb of 470' per NM to 2200. **Rwy 25**, NA. **Rwy 30**, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: **Rwys 2, 7**, climbing right turn heading 120°. **Rwy 12**, climb via runway heading. **Rwys 20, 30**, climbing left turn heading 120°. **All aircraft** intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: **Rwys 1, 13, 19**, NA. **Rwy 31**, 2000-3 or std. with a min. climb of 350' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 1, 13, 19**, NA. **Rwy 31**, use FETUJ RNAV DEPARTURE.

TWIN FALLS, ID

JOSLIN FIELD-MAGIC VALLEY RGNL

TAKE-OFF MINIMUMS: **Rwy 12**, NA.

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course. All others climb runway heading 6000 then climbing turn direct TWF VORTAC. Climb in holding pattern (NW, right turns, 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER, WA

PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 358' per NM to 600, or 500-3 w/ min. climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. **Rwy 26**, 600-3 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 079° to 500 then climbing left turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... **Rwy 26**, climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

...continue climb in BTG VORTAC holding pattern (hold northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight.

NOTE: **Rwy 8**, tree 1.4 NM from departure end of runway, 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline, 100' AGL/401' MSL. Tree 2 NM from departure end of runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL. **Rwy 26**, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL. Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA, WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: **Rwys 2,7,20,25,34**, turn left. **Rwy 16**, turn right. **All aircraft** climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight.

NOTE: **Rwy 16**, antenna 365' from departure end of runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. **Rwy 20**, light 666' from departure end of runway, 640' left of centerline, 1170' MSL. **Rwy 34**, terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER, ID

WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, std. w/ min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions. **Rwy 30**, std. w/ min. climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 121° to 3900 before proceeding on course. **Rwy 30**, climb heading 301° to 4000 before proceeding on course ...for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: **Rwy 12**, tree 248' from departure end of runway, 443' right of centerline, 100' AGL/2184' MSL. **Rwy 30**, tree 1907' from departure end of runway, 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA

PANGBORN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 7**, NA. **Rwy 12**, 1500-2 or std. with a min. climb of 510' per NM to 2900. **Rwys 25,30**, CAT A,B 1600-2 or std. with a min. climb of 360' per NM to 3100. CAT C,D 5500-3 or std. with a min. climb of 570' per NM to 7200.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading. **Rwys 25,30**, climbing left turn. **All aircraft** climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E, right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200 7400; R-201 CW R-009, 8200.

WEST YELLOWSTONE, MT

YELLOWSTONE

TAKE-OFF MINIMUMS: **Rwy 19**, 2200-2 or std. with a min. climb of 245' per NM to 8900. FAR 135 AUTH: **Rwy 1**, ½ mile.

DEPARTURE PROCEDURE: **Rwy 1**, turn right. **All aircraft** climb direct TARGY LOM. Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

WHEATLAND, WY

PHIFER AIRFIELD

DEPARTURE PROCEDURE: **Rwy 8**, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEEZY Int, thence... **Rwy 26**, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to ZEEZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course.

NOTE: **Rwy 8**, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. **Rwy 26**, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/ vehicles beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

WHIDBEY ISLAND NAS (AULT FIELD) (NUW)

OAK HARBOR, WA. 07186

Diverse departures not authorized.

MILITARY DEPARTURE PROCEDURE: **Rwy 7:**

Minimum climb of 430'/NM until 600. Climbing left turn to 2000, intercept NUW R-067, expect radar vectors to join assigned route. **Rwy 14:** Climbing left turn to 2000, intercept NUW R-128, expect radar vectors to join assigned route. **Rwy 25:** Climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL RWYS:** If vectors are not received by 10 DME of NUW TACAN, climb to 3000, intercept the NUW 11 DME ARC to join assigned route. CIVIL DEPARTURE PROCEDURE: **Rwy 7:**

Minimum climb of 270'/NM until 700. Climbing left turn to 2000 via heading 067°, expect radar vectors to join assigned route. **Rwy 14:** Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. **Rwy 25:** Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. **Rwy 32:** Climb to 2000 via heading 317°, expect radar vectors to join assigned route. **ALL**

RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route. TAKEOFF OBSTACLES: **Rwy 7:** Terrain, 7813' from DER, 2469' left of centerline, 276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL. Trees, 5239' from DER, 6257' left of centerline, 495' MSL. Trees, 8561' from DER, 3685' left of centerline, 426' MSL. Trees, 12,561' from DER, 4814' right of centerline, 462' MSL. Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15,361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: **Rwys 4, 10, 22, 28,** NA.

Rwy 16, 300-2 or std. with a min. climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: **All aircraft** climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others continue climb in RLY VOR/DME holding pattern (N, right turns, 159° inbound) to cross RLY VOR/DME at or above 7000.

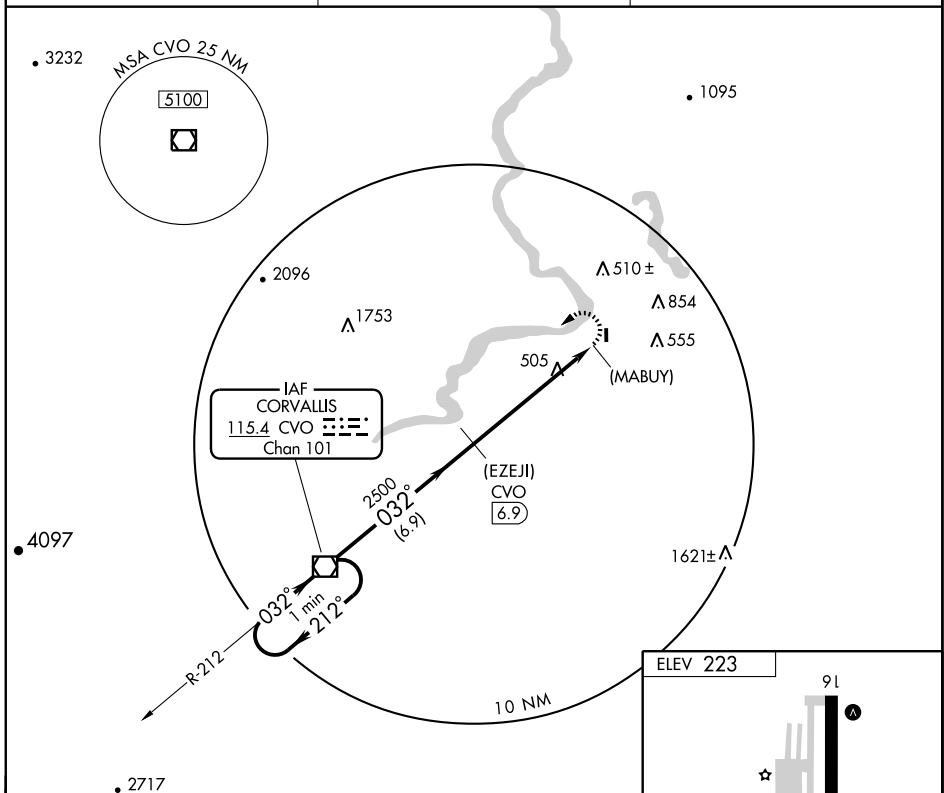
YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

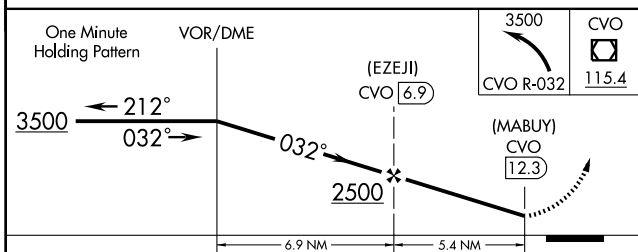
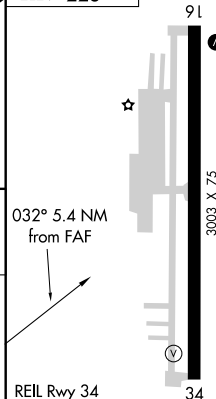
TAKE-OFF MINIMUMS: **Rwy 4,** NA. **Rwy 9,** 800-4 or std. with a min. climb of 300' per NM to 5000. **Rwys 22, 27,** 2500-3 or std. with a min. climb of 300' per NM to 5200.

DEPARTURE PROCEDURE: **Rwy 4,** NA. **Rwys 9, 22, 27,** Use ZILLA DEPARTURE PROCEDURE.

MISSED APPROACH: Climbing left turn to 3500 via CVO R-032 to CVO VOR/DME and hold.

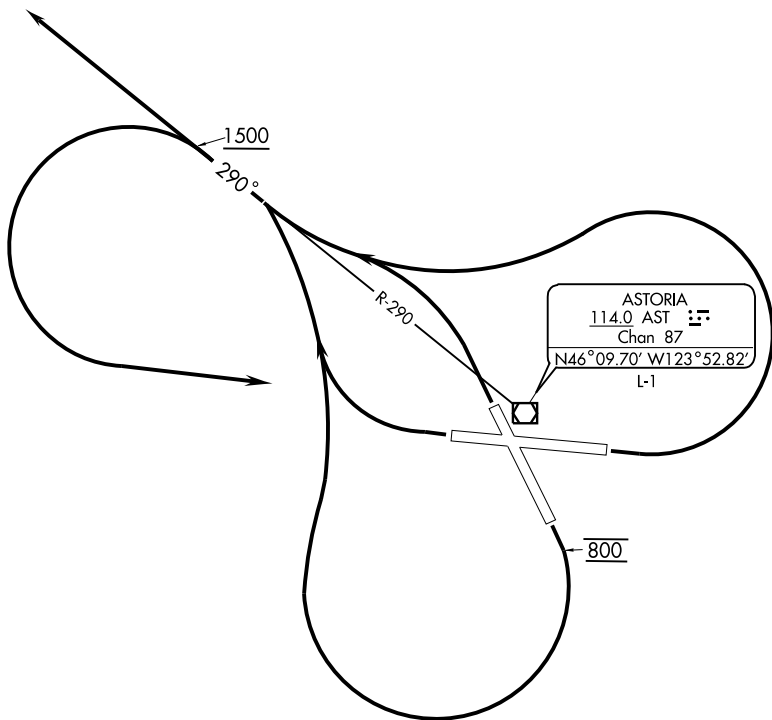
UNICOM
122.8 (CTAF) **L**

ELEV 223



CATEGORY	A	B	C	D						
CIRCLING	840-1	617 (700-1)	NA		Knots	60	90	120	150	180
					Min:Sec					

SEATTLE CENTER
124.2 317.6
McMINNVILLE RADIO
122.3



NOTE: TAKE-OFF MINIMUMS: Rwy 8, 800-3 or standard with minimum climb of 320' per NM to 900'. Rwy 13, 700-2 or standard with minimum climb of 350' per NM to 800'. Rws 26,31, Standard.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8,31: Turn left. Thence....

TAKE-OFF RUNWAY 26: Turn right. Thence....

TAKE-OFF RUNWAY 13: Climb runway heading to 800 then climbing right turn. Thence....

.... Aircraft departing northwest bound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

LOC I-AST	APP CRS	Rwy Idg TDZE	N/A
109.5	257°	Apt Elev	9 11

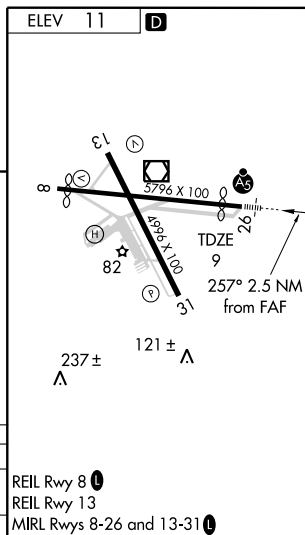
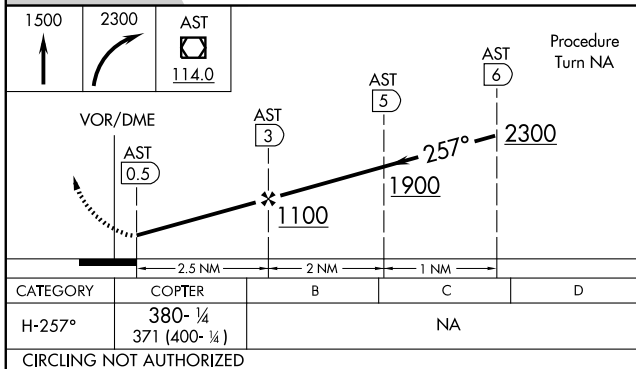
COPTER LOC/DME 257°

ASTORIA RGNL (AST)

V DME from AST VOR/DME. Simultaneous reception of I-AST and AST VOR/DME required.
NA Increase visibility to ½ mile for inoperative MALSR.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct AST VOR/DME and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) 0



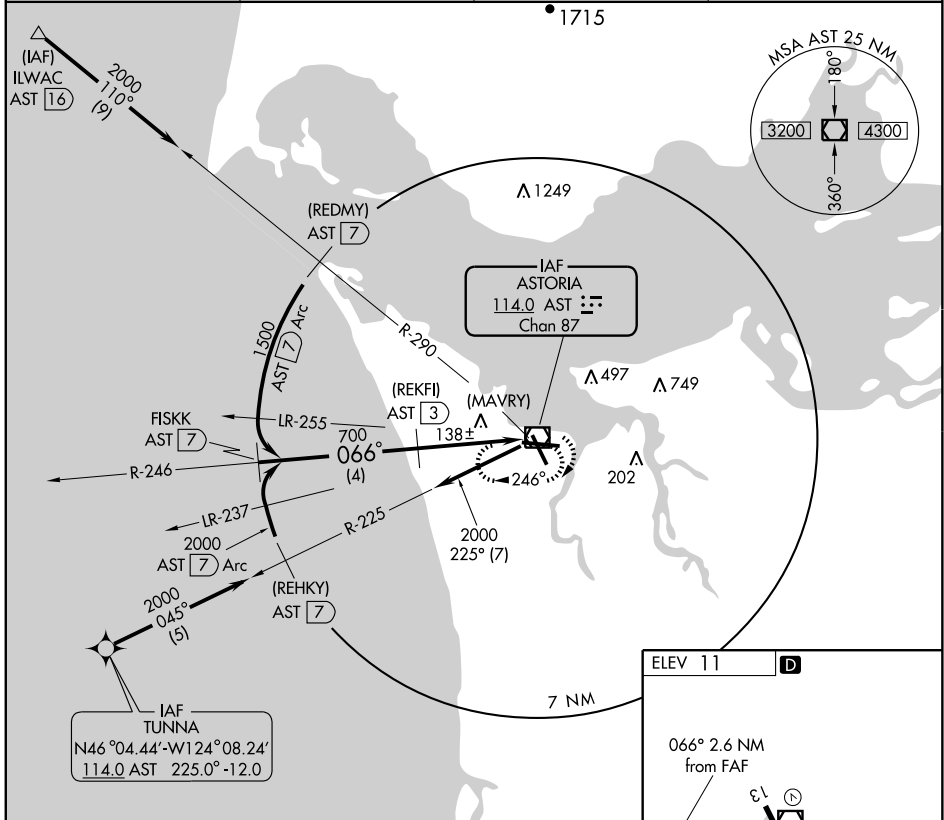
VOR/DME AST 114.0 Chan 87	APP CRS 066°	Rwy Idg TDZE Apt Elev 11	N/A N/A 11
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COPTER VOR/DME or GPS 066°

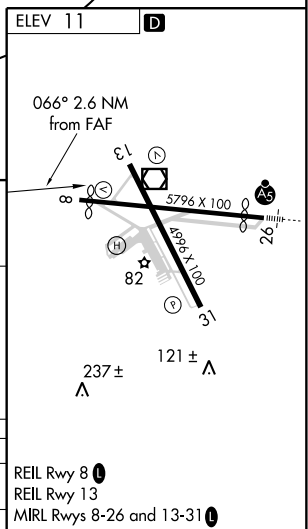
ASTORIA RGNL (AST)

NA	MISSED APPROACH: Climbing right turn to 2000 in AST VOR/DME holding pattern.
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ASOS 135.375	SEATTLE CENTER 124.2 317.6	MC MINNVILLE RADIO 122.3	UNICOM 122.8 (CTAF) 0
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FISKK AST 7 1500 Procedure Turn NA		(REKFI) AST 3 700 VOR/DME (MAVRY) AST 0.2	
4 NM		2.6 NM	
CATEGORY		COPTER	
H-066°		500- 1/2 489 (500- 1/2)	
CIRCLING NOT AUTHORIZED		NA	



LOC I-AST	APP CRS	Rwy Idg	4782
109.5	257°	TDZE	9
		Apt Elev	11

MAJ

NA

Circling requires descent on GS to MDA.

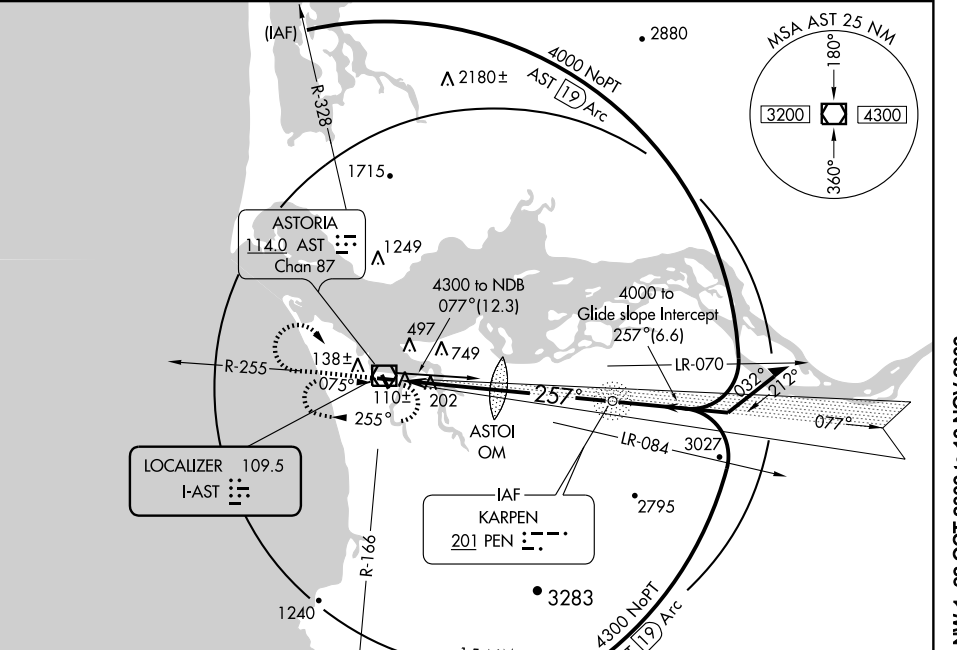
MAJ

AS

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct AST VOR/DME and hold.

ASOS	SEATTLE CENTER	MC MINNVILLE RADIO	UNICOM
135.375	124.2 317.6	122.3	122.8 (CTAF) 0



ELEV 11

D

The inset chart provides a detailed view of the approach path and various navigational aids. Key features include:

- Approach Path:** Shows the path from the FAF (5.5 NM) to the MAP (5.5 NM) and the NDB (3961 ft).
- Obstacles:** Marked with their MSL elevations, including 237±, 121±, 5796 X 100, 4996 X 100, 82, and 20.
- Navigation Aids:** Includes the ASTOI OM (Omni) and the IAF KARPEN (201 PEN).

REIL Rwy 8

REIL Rwy 13

MIRL Rwy 8-26 and 13-31

FAF to MAP 5.5 NM

S-LOC 26

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ADF or DME REQUIRED				
1500		2900	AST	114.0
<div><div>ASTOI OM</div><div>1837</div><div>3961</div><div>077°</div><div>257°</div><div>4000</div><div>GS 3.00°</div><div>TCH 55</div></div>				
5.5 NM		6.4 NM		
CATEGORY	A	B	C	D
S-ILS 26	292-¾ 283 (300-¾)			
S-LOC 26	Approach not authorized when glide slope not utilized.			
CIRCLING	700-1	760-1¼	800-2¼	880-2¾
ILS	689 (700-1)	749 (800-1¼)	789 (800-2¼)	869 (900-2¾)

WAAS
CH 97711
W26A

APP CRS
257°

Rwy Idg
TDZE
Apt Elev

4782
14
15

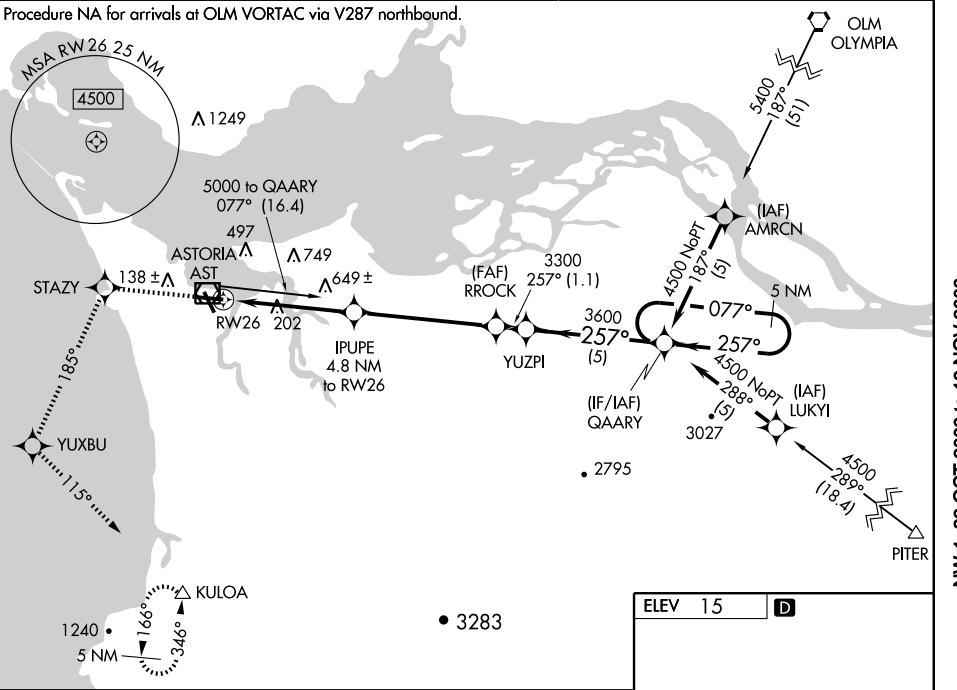
▼
▲

Inoperative table does not apply. DME/DME RNP -0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Kelso altimeter setting and increase all DA 95 feet and all MDA 100 feet;
increase LPV all Cats, LNAV Cats C and D and circling Cats C and D visibility ¼ mile.

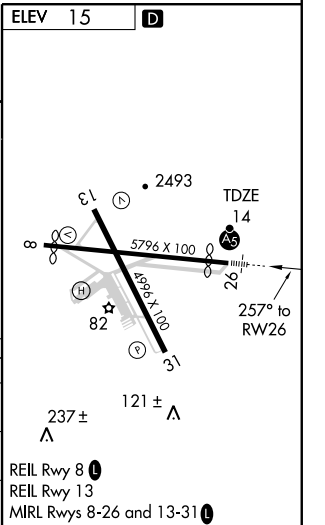
MALSR
A5

MISSED APPROACH: Climb to 5000 direct STAZY and via track 185° to YUXBU and via track 115° to KULOA and hold.

ASOS 135.375	SEATTLE CENTER 124.2 317.6	MC MINNVILLE RADIO 122.3	UNICOM 122.8 (CTAF) 1
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5000	STAZY	185° trk	YUXBU	115° trk	KULOA	5 NM Holding Pattern
↑	✧		✧		△	
*LNAV only						
CATEGORY	A	B	C	D		
LPV DA	300-1		286 (300-1)			
LNAV MDA	900-1¼	886 (900-1¼)	900-2¾ 886 (900-2¾)	900-3 886 (900-3)		
CIRCLING	900-1¼	885 (900-1¼)	900-2¾ 885 (900-2¾)	900-3 885 (900-3)		

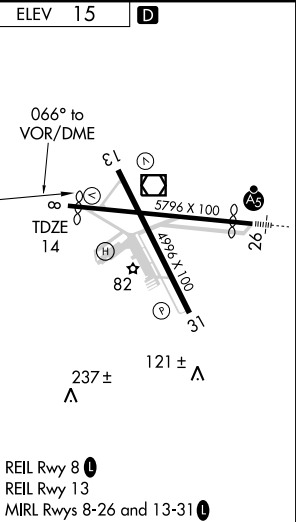
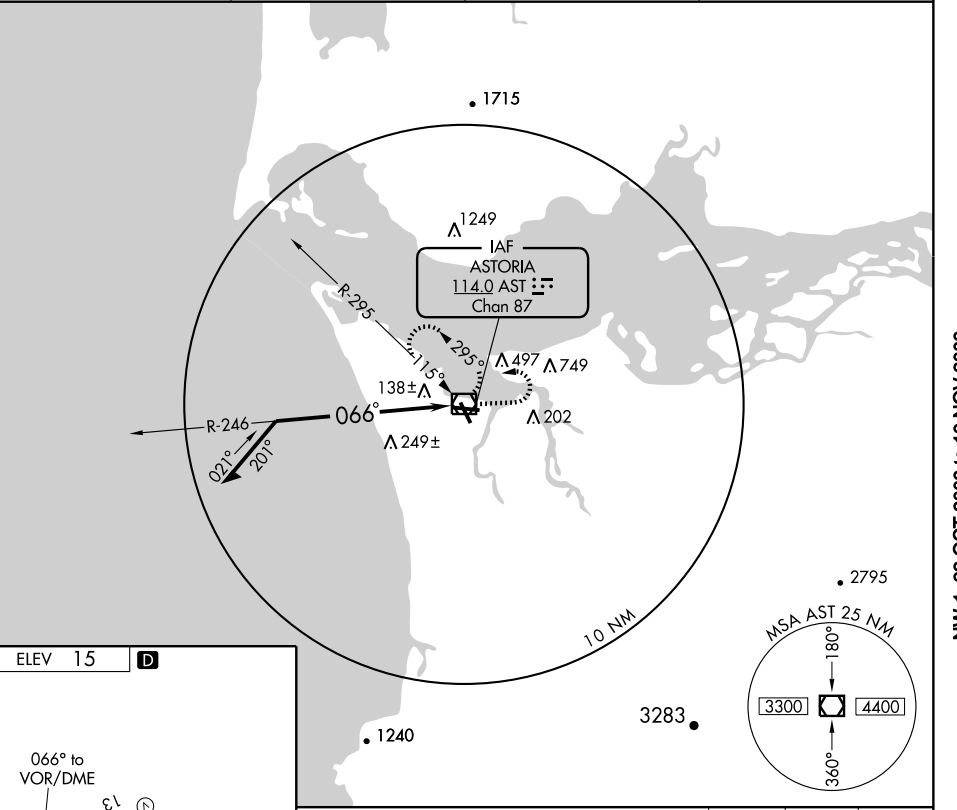


▼

▲

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 AST VOR/DME holding pattern.

ASOS 135.375	SEATTLE CENTER 124.2 317.6	MC MINNVILLE RADIO 122.3	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

VOR/DME

1000

3000

AST
114.0

1800

246°

066°

CATEGORY	A	B	C	D
S-8	660-1	646 (700-1)	660-1 3/4 646 (700-1 3/4)	660-2 646 (700-2)
CIRCLING	660-1 645 (700-1)	760-1 1/4 745 (800-1 1/4)	800-2 1/4 785 (800-2 1/4)	900-3 885 (900-3)

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

PORTLAND APP CON

124.35 299.2

PORTLAND INTL ATIS

128.35 269.9

PORTLAND-HILLSBORO ATIS

127.65

SEATTLE

116.8 SEA

Chan 115

N47°26.12'-W122°18.58'

L-1, H-1

10000
+9700
161°
(71)HELNS
N46°15.42'
W122°18.58'10000
180°
(111)7000
(22)

BATTLE GROUND

116.6 BTG

Chan 113

N45°44.87'-W122°35.49'

KRATR

N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .

PROP/TURBOPROP: Cross at and maintain 10,000'.

TURBOJET: Cross at and maintain 12,000' at 300 KIAS or less.

PORTLAND
INTLPORTLAND-
HILLSBORO

PORTLAND-TROUTDALE

AURORA
STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....

.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....

LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.

LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

▼

▲

Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 900 then climbing left turn to 4000 via heading 050° and BTG R-160 to GLARA Int/ BTG 28.2 DME and hold. Continue climb-in-hold to 4000.

ASOS 118.525	PORTLAND APP CON 126.0 284.6	CLNC DEL 119.95	UNICOM 122.7 (CTAF) 0
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ELEV 200	169° 7 NM from FAF	246±	232	276± A	5004 x 100	35	MRL Rwy 17-35 0
900	4000	BTG R-160 116.6	GLARA A	LUTZZ INT I-UAO 8	349°	3100	Remain within 10 NM
I-UAO 1	FIDOV INT I-UAO 3.1	3.19° TCH 40	900	2600	169°	2600	VGSI and descent angles not coincident.
2.1 NM	4.9 NM						
CATEGORY	A	B	C	D			
S-17	900-1	700 (700-1)	900-2 700 (700-2)	900-2¼ 700 (700-2¼)			
CIRCLING	900-1	700 (700-1)	900-2 700 (700-2)	900-2¼ 700 (700-2¼)			
FIDOV FIX MINIMUMS							
S-17	580-1 380 (400-1)		580-1¼ 380 (400-1¼)				
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)			

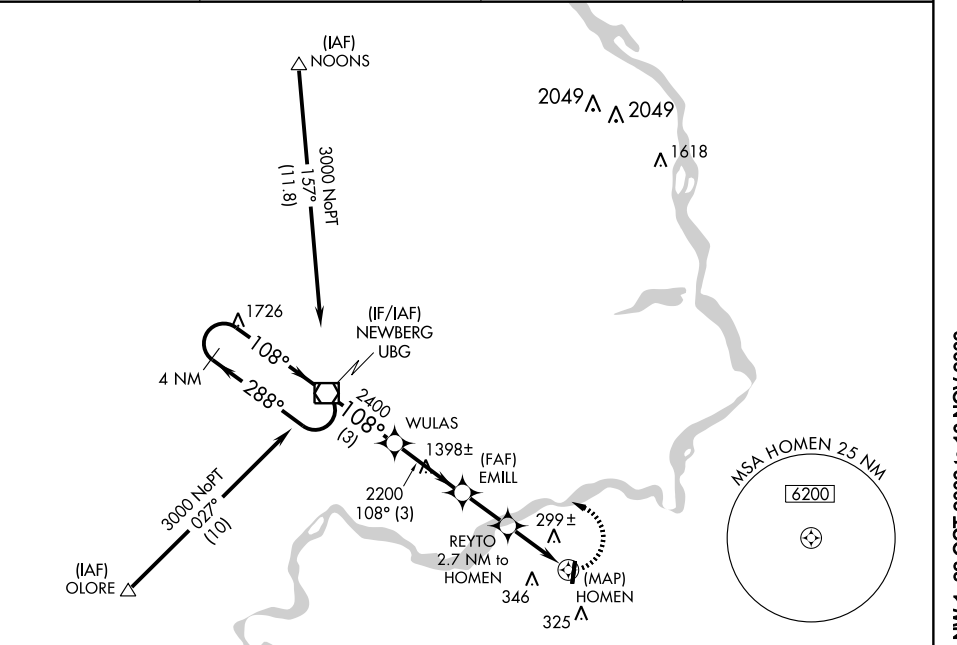
NW-1: 22 OCT 2009 to 19 NOV 2009

▽

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climbing left turn to 3500 direct UBG VOR/DME and hold.

ASOS 118.525	PORTLAND APP CON 126.0 284.6	CINC DEL 119.95	UNICOM 122.7 (CTAF) 0
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ELEV 200

4 NM Holding Pattern

VOR/DME

WULAS

EMILL

REYTO 2.7 NM to HOMEN

HOMEN

3500 UBG

3000

288°

108°

2400

2200

1700

3 NM

3 NM

2 NM

2.7 NM

CATEGORY	A	B	C	D
CIRCLING	640-1 440 (500-1)	660-1 460 (500-1)	660-1½ 460 (500-1½)	760-2 560 (600-2)

MIRL Rwy 17-35 0

NW-1. 22 OCT 2009 to 19 NOV 2009

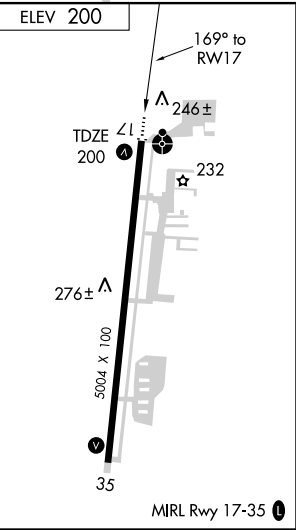
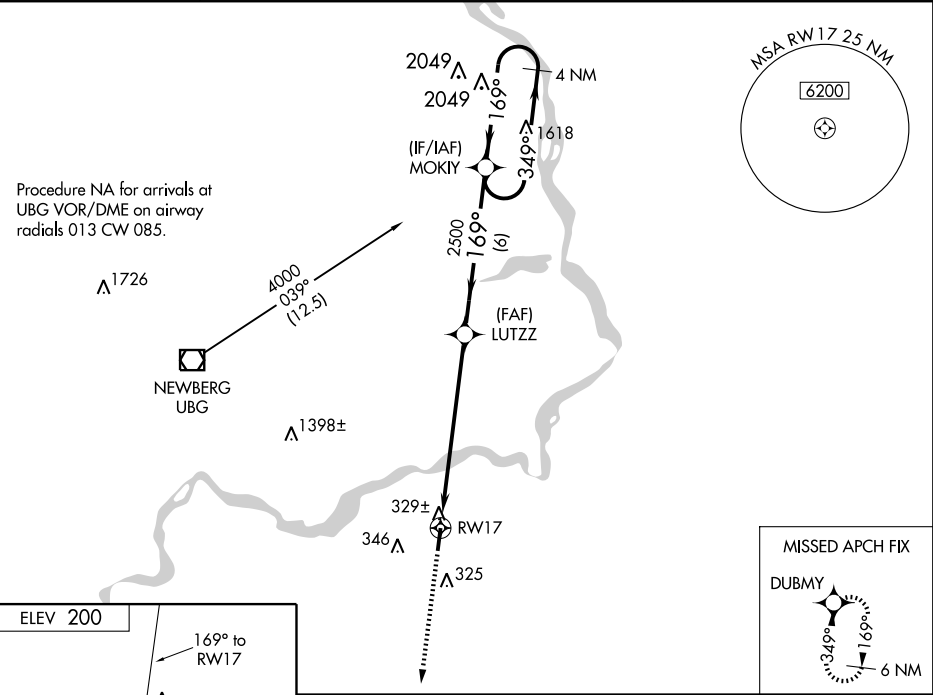
WAAS CH 70308 W17A	APP CRS 169°	Rwy Idg TDZE Apt Elev	5004 200 200
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⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Minnville Muni altimeter setting and increase all DA 42 feet and all MDA 60 feet; increase LPV, LNAV/VNAV visibilities all Cats. ¼ mile, increase LNAV visibility Cats. A/C/D ¼ mile, increase Circling visibilities Cats. A/C/D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Inoperative table does not apply. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH:
Climb to 3500 direct DUBMY and hold, continue climb-in-hold to 3500.

ASOS 118.525	PORTLAND APP CON 126.0 284.6	CLNC DEL 119.95	UNICOM 122.7 (CTAF) 0
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3500

DUBMY

VGSI and RNAV glidepath not coincident.

MOKIY

4 NM Holding Pattern

LUTZZ

2500

169°

349°

4000

GS 3.00° TCH 40

RW17

7 NM

6 NM

CATEGORY	A	B	C	D
LPV DA		550-1¼	350 (400-1¼)	
LNAV/VNAV DA		580-1¼	380 (400-1¼)	
LNAV MDA	1060-1 860 (900-1)	1060-1¼ 860 (900-1¼)	1060-2½ 860 (900-2½)	1060-2¾ 860 (900-2¾)
CIRCLING	1060-1 860 (900-1)	1060-1¼ 860 (900-1¼)	1060-2½ 860 (900-2½)	1060-2¾ 860 (900-2¾)

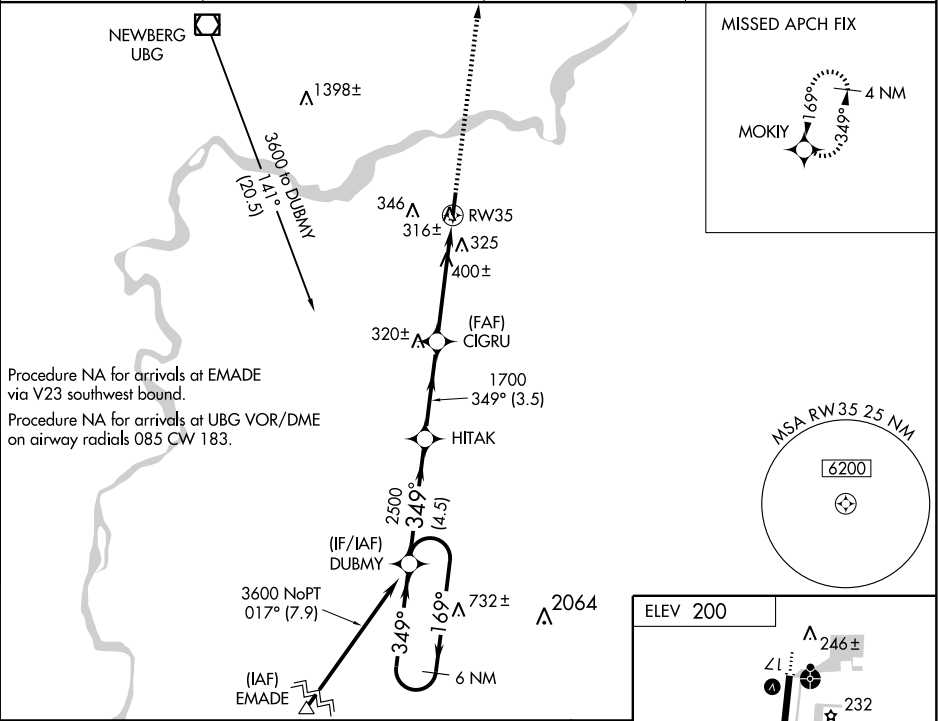
WAAS CH 77508 W35A	APP CRS 349°	Rwy Idg TDZE 199 Apt Elev 200
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RNAV (GPS) RWY 35
AURORA STATE (UO)

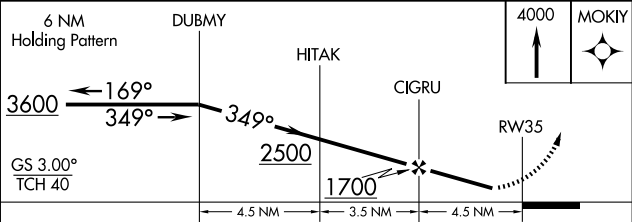
⚠ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Mc Minnville Muni altimeter setting and increase all DA 42 feet and MDA 60 feet; increase LPV, LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat D visibility to 1½. Visibility reduction by helicopters NA. Baro-VNAV NA when using Mc Minnville Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct MOKIY and hold, continue climb-in-hold to 4000.

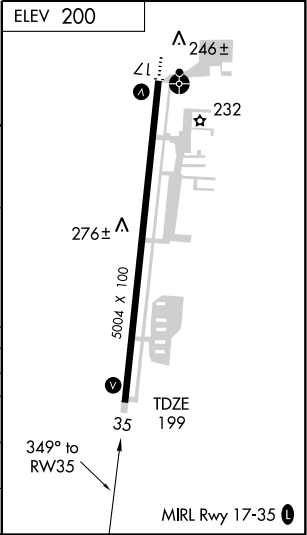
ASOS 118.525	PORTLAND APP CON 126.0 284.6	CLNC DEL 119.95	UNICOM 122.7 (CTAF) 0
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Procedure NA for arrivals at EMADE via V23 southwest bound.
Procedure NA for arrivals at UBG VOR/DME on airway radials 085 CW 183.

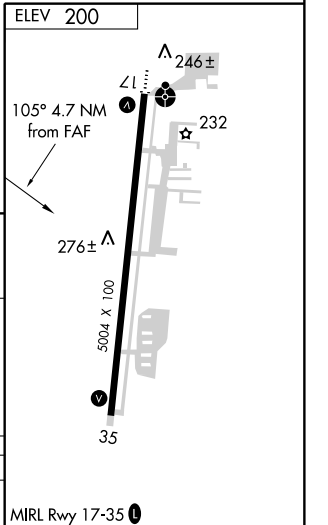
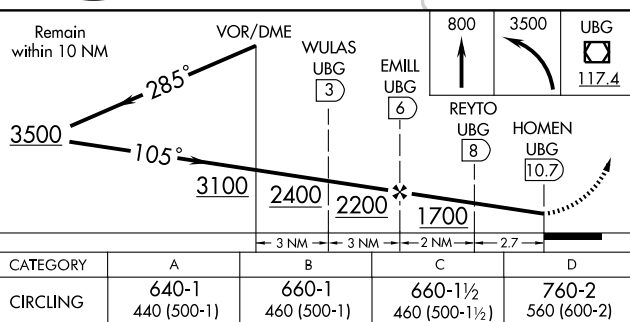
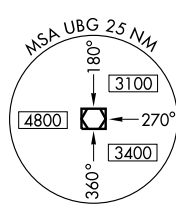
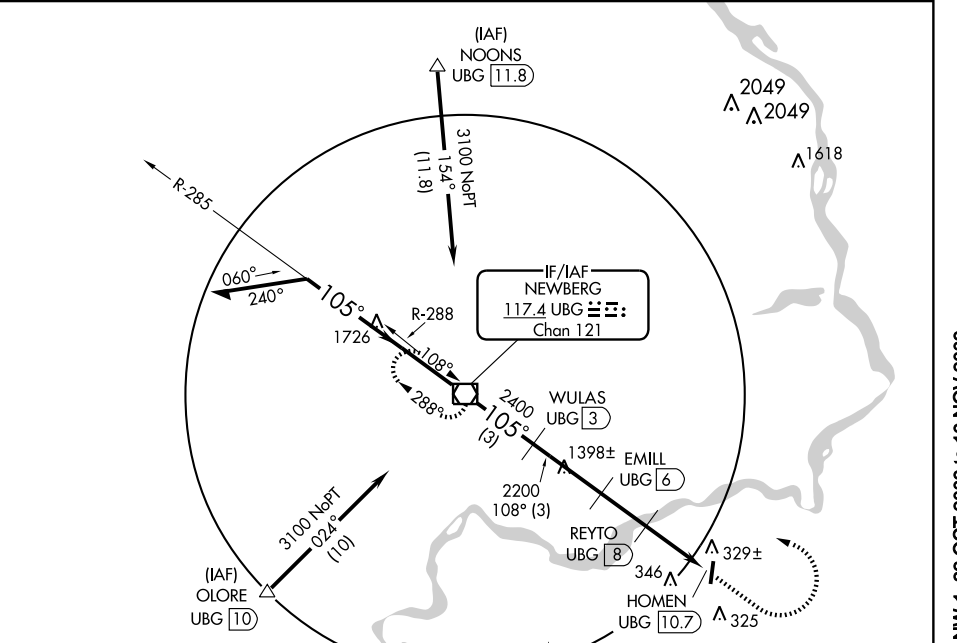


CATEGORY	A	B	C	D
LPV DA	500-1		301 (300-1)	
LNAV/VNAV DA	604-1½		405 (500-1½)	
LNAV MDA	700-1 501 (500-1)		700-1½ 501 (500-1½)	
CIRCLING	700-1 500 (500-1)		700-1½ 500 (500-1½) 760-2 560 (600-2)	



MISSED APPROACH: Climb to 800 then climbing left turn to 3500 direct UBG VOR/DME and hold.


ASOS 118.525	PORTLAND APP CON 126.0 284.6	CLNC DEL 119.95	UNICOM 122.7 (CTAF) 0
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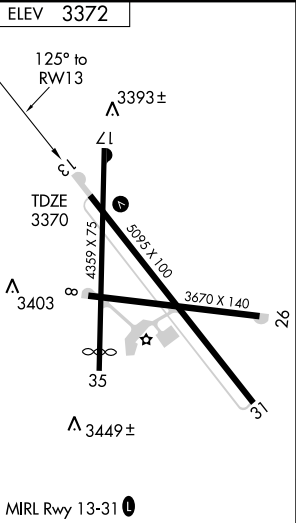
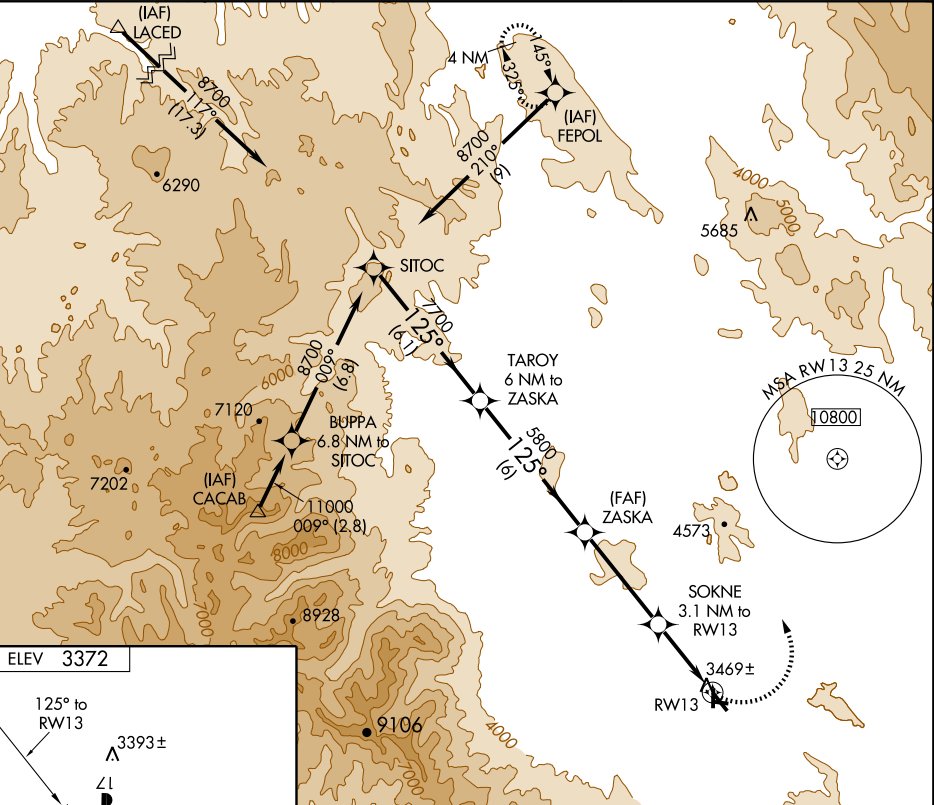




APP CRS	Rwy Idg	5095
125°	TDZE	3370
	Apt Elev	3372

RNAV (GPS) RWY 13
BAKER CITY MUNI (BKE)

	DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing left turn to 9000 direct FEPOL and hold.
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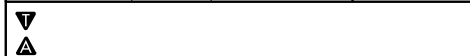
ASOS 134.275	SALT LAKE CENTER 128.05 387.15	UNICOM 123.0 (CTAF) 
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	SITOC	TAROY 6 NM to ZASKA	ZASKA	SOKNE 3.1 NM to RW13	9000	FEPOL
	8700	7700	5800	4420		
	Procedure Turn NA		3.06° TCH 55		RW13	
	6.1 NM	6 NM	4.2 NM	3.1 NM		
CATEGORY	A	B	C	D		
RNAV MDA	4080-1	710 (800-1)	4080-2 710 (800-2)	4080-2 ¼ 710 (800-2 ¼)		
CIRCLING	4080-1	708 (800-1)	4080-2 708 (800-2)	4220-2 ¼ 848 (900-2 ¼)		

VOR/DME BKE <u>115.3</u> Chan 100	APP CRS 135°	Rwy Idg N/A TDZE N/A Apt Elev 3372
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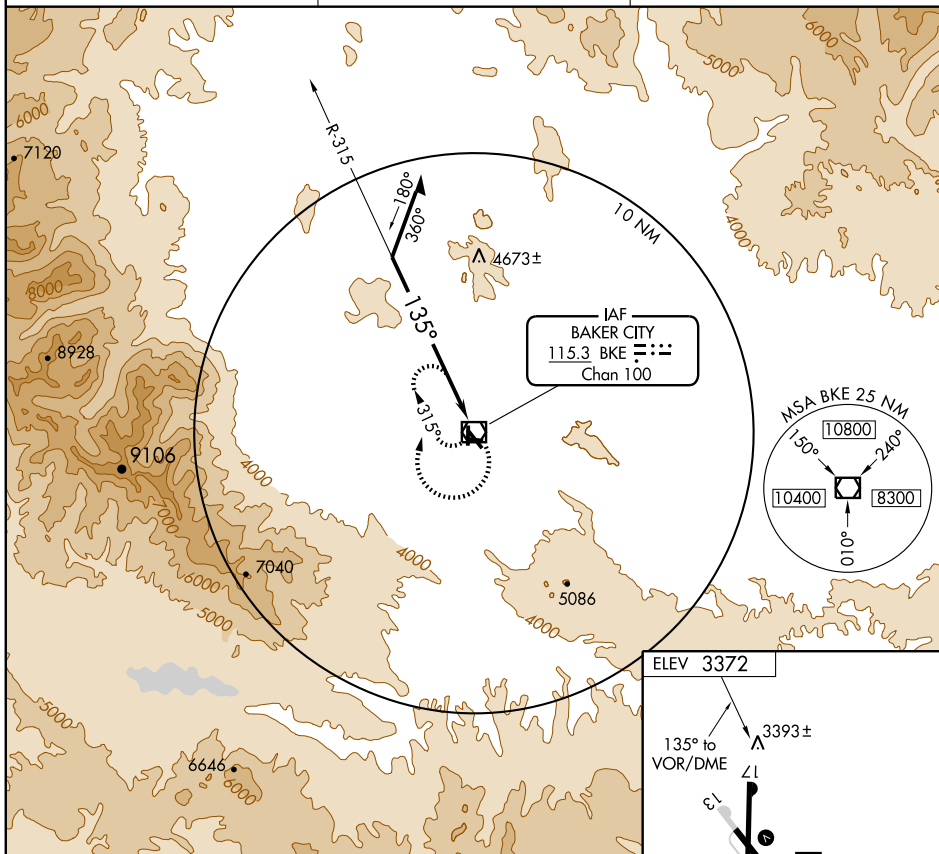
VOR-A
BAKER CITY MUNI (BKE)



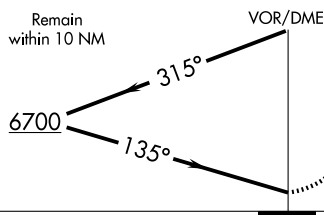
MISSED APPROACH: Climbing right turn to 6900 in BKE VOR/DME holding pattern.



ASOS
134.275

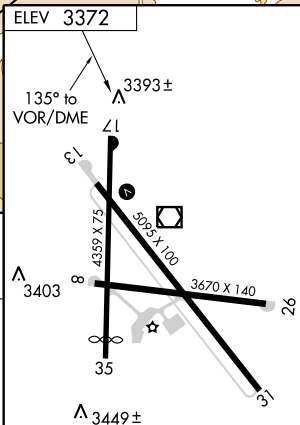
SALT LAKE CENTER
128.05 387.15

UNICOM
123.0 (CTAF) 

NW-1. 22 OCT 2009 to 19 NOV 2009



6900	BKE
	
	115.3



CATEGORY	A	B	C	D
CIRCLING	5200-1¼ 1828 (1900-1¼)	5200-1½ 1828 (1900-1½)	5200-3	1828 (1900-3)

MIRL Rwy 13-31 **L**

VOR/DME BKE 115.3 Chan 100	APP CRS 118°	Rwy Idg 5095 TDZE 3370 Apt Elev 3373
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VOR/DME RWY 13
BAKER CITY MUNI (BKE)

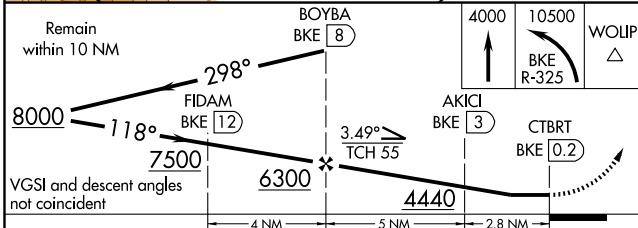
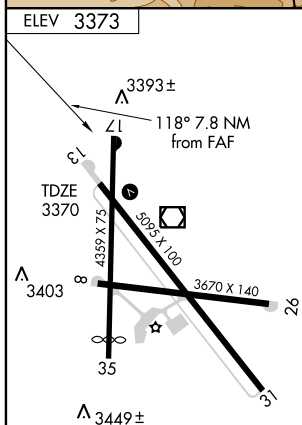
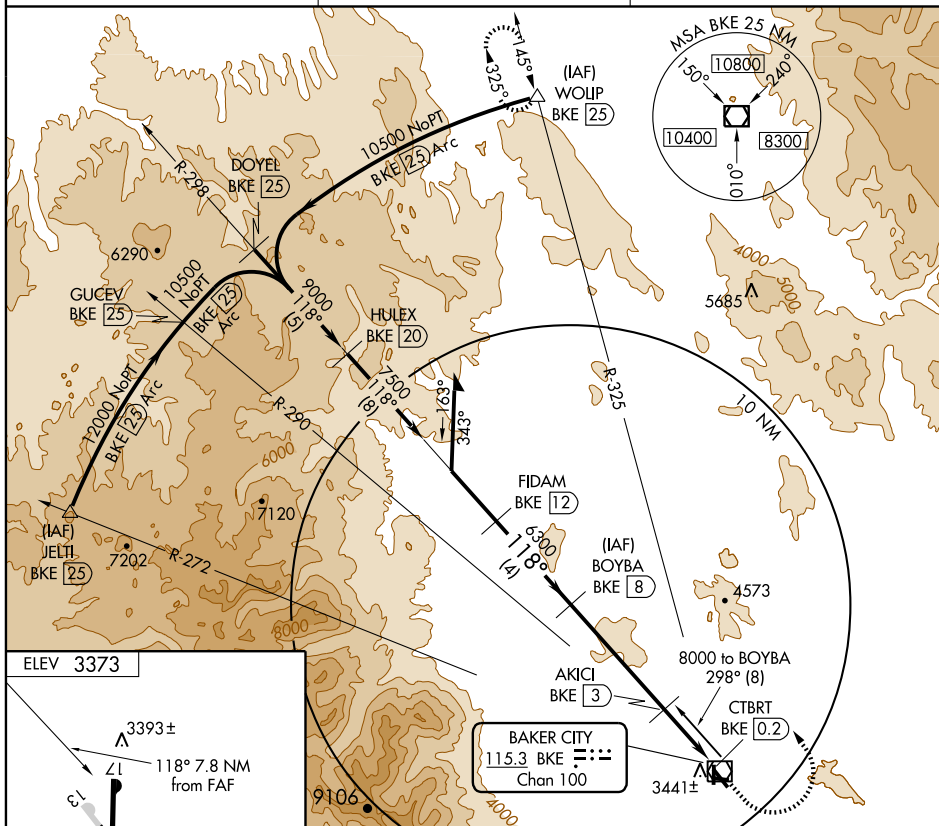


MISSED APPROACH: Climb to 4000 then climbing left turn to 10500 via BKE R-325 to WOLIP and hold.

ASOS
134.275

SALT LAKE CENTER
128.05 387.15

UNICOM
123.0 (CTAF) 



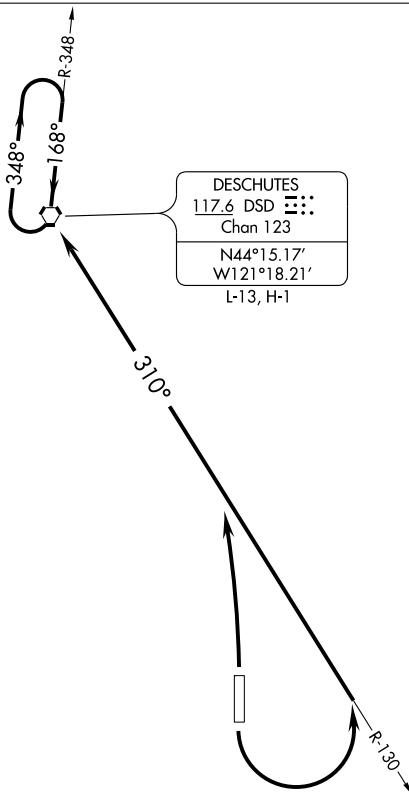
CATEGORY	A	B	C	D
S-13	4000-1	630 (700-1)	4000-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	4000-2 630 (700-2)
CIRCLING	4000-1 627 (700-1)	4000-1 627 (700-1)	4000-1 $\frac{3}{4}$ 627 (700-1 $\frac{3}{4}$)	4220-2 $\frac{3}{4}$ 847 (900-2 $\frac{3}{4}$)

MIRL Rwy 13-31 **L**

NW-1. 22 OCT 2009 to 19 NOV 2009

BEND ONE DEPARTURE (OBSTACLE)

SEATTLE CENTER
128.15 257.75
CTAF 123.0

TAKE-OFF MINIMUMS

Rwys 16, 34: Standard.

TAKE-OFF OBSTACLE NOTES

- Rwy 16: Trees beginning 75' from DER, 412' left of centerline, up to 43' AGL/3572' MSL.
Trees beginning 432' from DER, 5' right of centerline, up to 37' AGL/3541' MSL.
Terrain beginning 27' from DER, 197' right of centerline, up to 3469' MSL.
Road 1' from DER, 414' left of centerline, 17' AGL/3466' MSL.
- Rwy 34: Trees beginning 306' from DER, 178' left of centerline, up to 25' AGL/3436' MSL.
Road beginning 460' from DER, 414' left of centerline, up to 17' AGL/3425' MSL.
Bush 94' from DER, 443' left of centerline, 4' AGL/3407' MSL.
Terrain beginning 1' from DER, 147' left of centerline, up to 3408' MSL.
Trees beginning 52' from DER, 252' right of centerline, up to 39' AGL/3429' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16: Climbing left turn to intercept DSD R-130 to DSD VORTAC,
Thence

TAKE-OFF RUNWAY 34: Climbing left turn to intercept the DSD R-130 to DSD VORTAC,
Thence

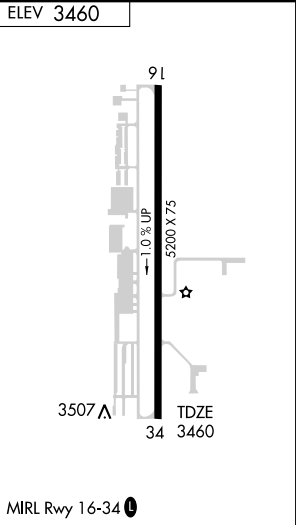
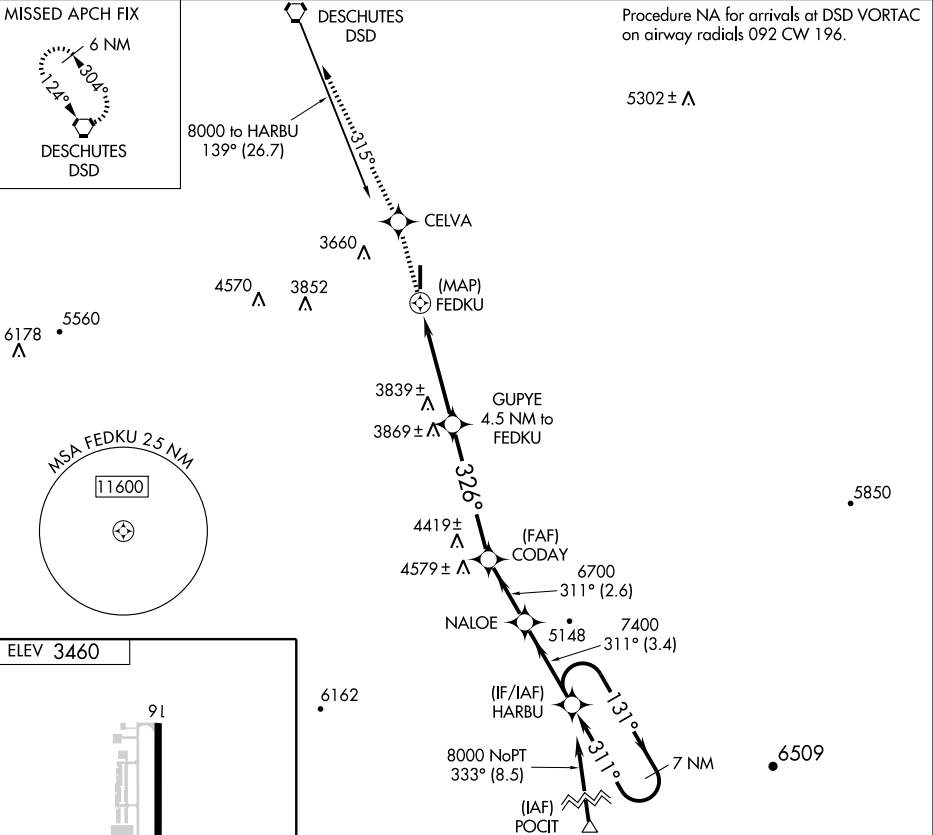
. . . . Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above the
MEA/MCA for the route of flight.

APP CRS 326°	Rwy Idg 5200 TDZE 3460 Apt Elev 3460
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RNAV (GPS) RWY 34
BEND MUNI (BDN)

NA DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat C/D visibility ¼ mile.	MISSED APPROACH: Climb to 6000 direct CELVA and via 315° track to DESCHUTES VORTAC and hold
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AWOS-3 134.425	SEATTLE CENTER 128.15 257.75	UNICOM 123.0 (CTAF) 0
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6000	CELVA	315° track	DSD	CODAY	NALOE	HARBUR	7 NM Holding Pattern
				GUPYE 4.5 NM to FEDKU	311°	7400	131° 8000
				326°	6700		
				5100			
				0.5	4.5 NM	5 NM	2.6 NM
							3.4 NM
CATEGORY	A	B	C	D			
LNAV MDA	4100-1	640 (700-1)	4100-1¾ 640 (700-1¾)	4100-2 640 (700-2)			
CIRCLING	4100-1	640 (700-1)	4100-1¾ 640 (700-1¾)	4100-2 640 (700-2)			

APP CRS	Rwy Idg	5200
150°	TDZE	3432
	Apt Elev	3460

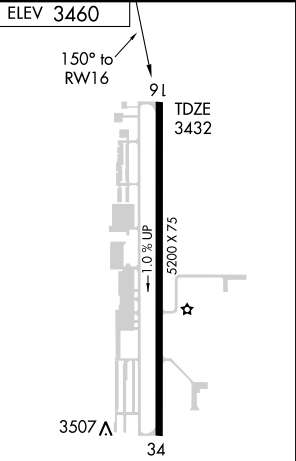
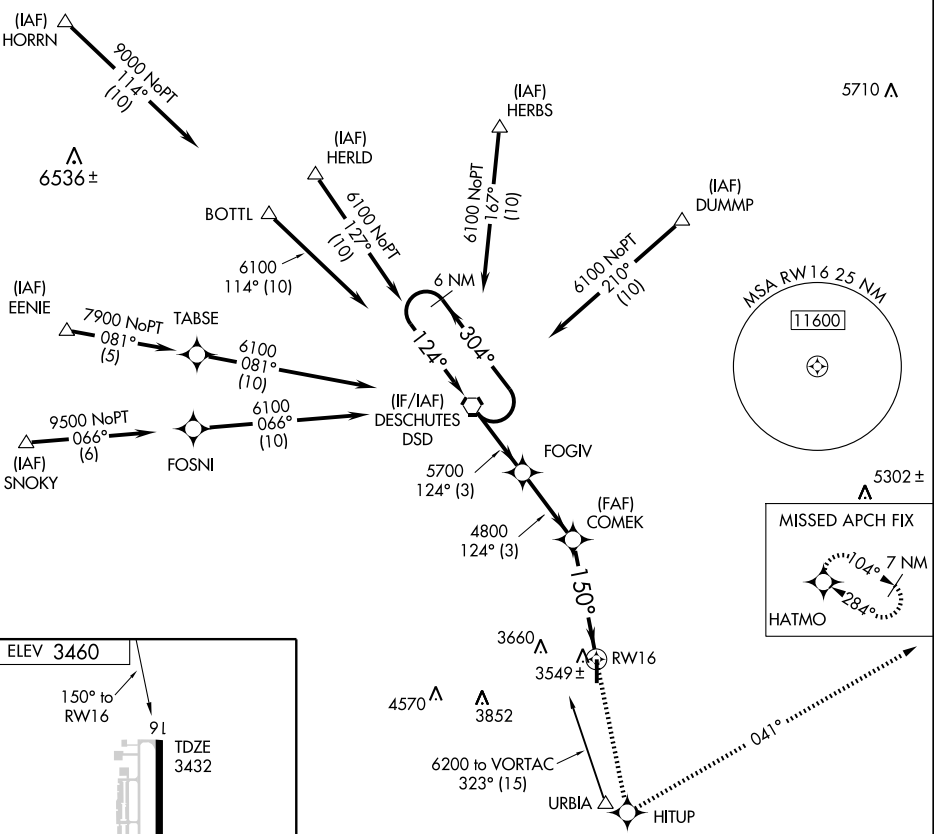
RNAV (GPS) Y RWY 16

BEND MUNI (BDN)

NA DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, and LNAV Cats C/D visibility ¼ mile, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 7400 direct HITUP and left turn via 041° track to HATMO and hold, continue climb-in-hold to 7400.

AWOS-3 134.425	SEATTLE CENTER 128.15 257.75	UNICOM 123.0 (CTAF) 0
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6 NM Holding Pattern	VORTAC	FOGIV	COMEK	7400 HITUP	HATMO
6100	304°	124°	124°	2.91° TCH 50	041° track
5700	4800	150°			
	3 NM	3 NM	4.4 NM		
CATEGORY	A	B	C	D	
LNAV MDA	3800-1	368 (400-1)		3800-1¼	368 (400-1¼)
CIRCLING	3940-1 480 (500-1)	3980-1 520 (600-1)	4000-1½ 540 (600-1½)	4040-2 580 (600-2)	

WAAS CH 81906 W16A	APP CRS 161°	Rwy Idg TDZE Apt Elev	5200 3432 3460
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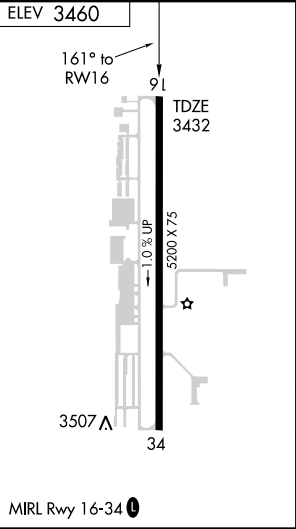
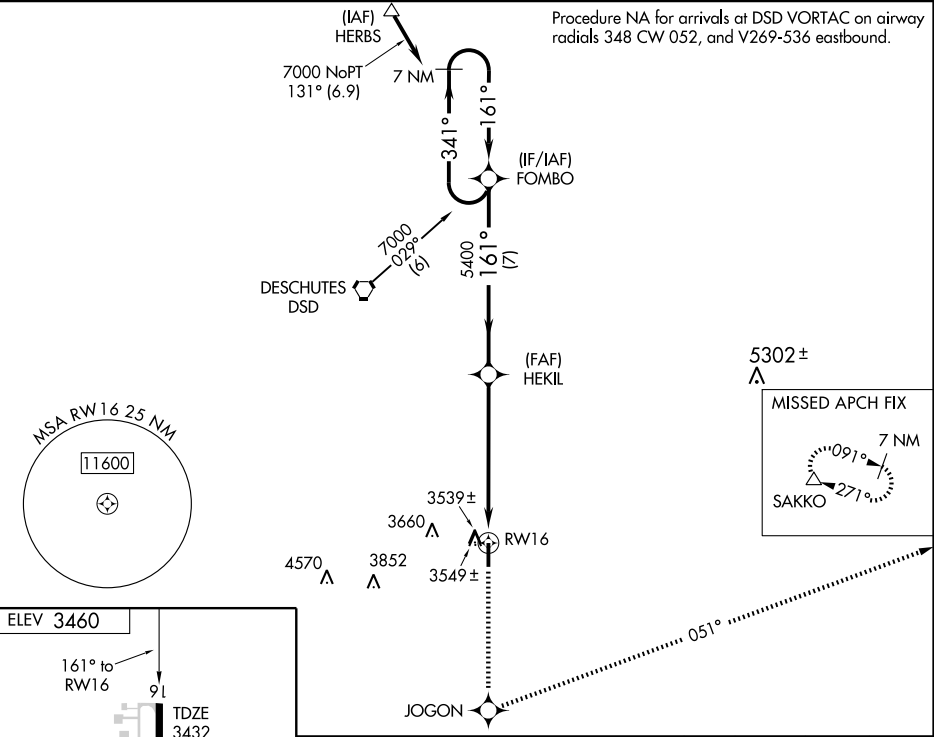
RNAV (GPS) Z RWY 16

BEND MUNI (BDN)

When local altimeter setting not received, use Redmond altimeter setting and increase all DA/MDAs by 80 feet, LPV visibilities ¼ mile all Cats, LNAV/VNAV visibilities ¼ mile all Cats, LNAV Cat D visibility ¼ mile, and circling Cat C visibility ¼ mile.
For uncompensated Baro-VNAV systems, procedure NA below -21°C (-5°F) or above 42°C (107°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 9500 direct JOGON and left turn via 051° track to SAKKO and hold, continue climb-in-hold to 9500.

AWOS-3 134.425	SEATTLE CENTER 128.15 257.75	UNICOM 123.0 (CTAF)
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7 NM Holding Pattern		FOMBO		9500 ↑		JOGON ✧		051° track ↷		SAKKO △	
7000 ← 341° 161° →		161°		HEKIL 5400		* 1.2 NM to RW16		RW16 ↷			
GS 3.00° TCH 50		5400		* LNAV only							
		7 NM		4.8 NM		1.2 NM					
CATEGORY		A		B		C		D			
LPV DA				3682-1		250 (300-1)					
LNAV/ VNAV DA				3809-1½		377 (400-1½)					
LNAV MDA		3840-1		408 (400-1)		3840-1¼		408 (400-1¼)			
CIRCLING		3940-1 480 (500-1)		3980-1 520 (600-1)		4000-1½ 540 (600-1½)		4040-2 580 (600-2)			

VORTAC DSD 117.6 Chan 123	APP CRS 136°	Rwy Idg 5200 TDZE 3432 Apt Elev 3460
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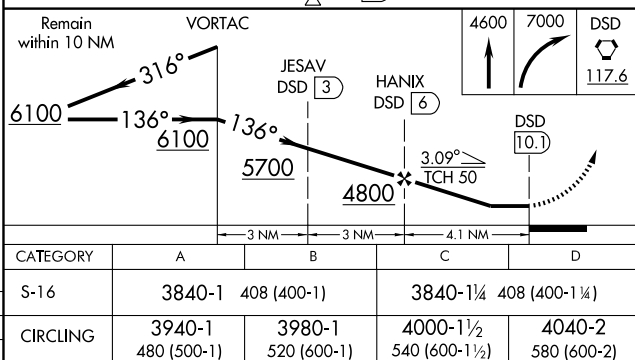
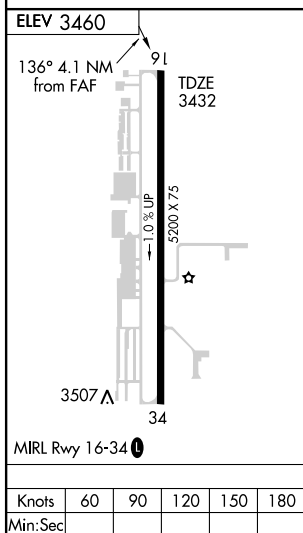
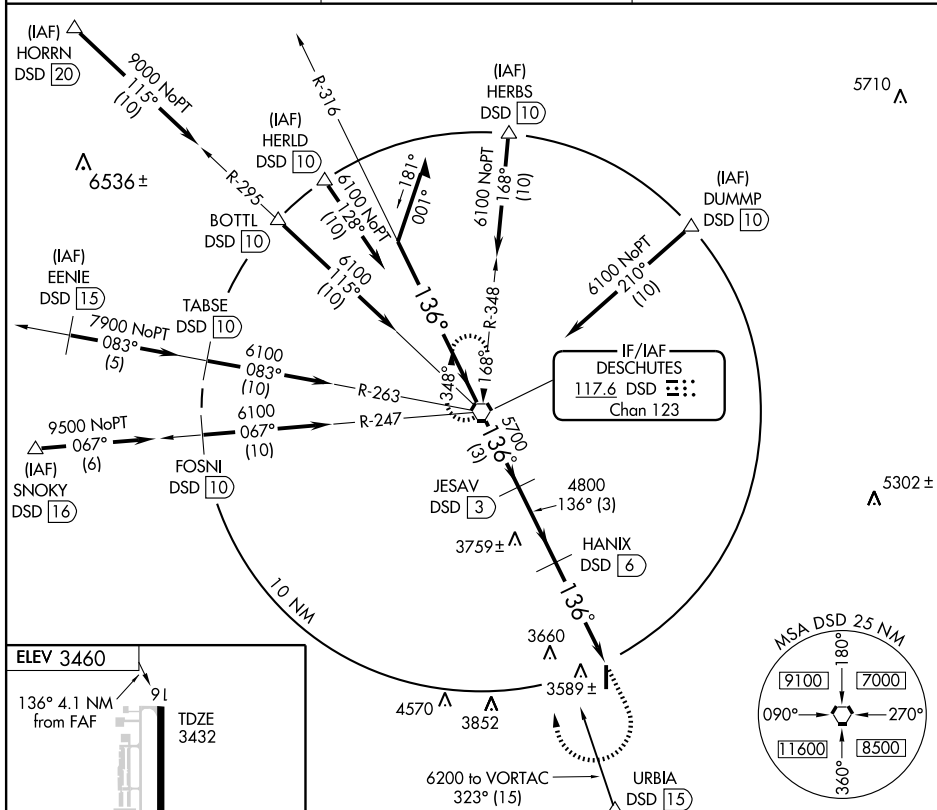
VOR/DME RWY 16
BEND MUNI(BDN)

T When local altimeter setting not received, use Redmond altimeter setting and increase all MDAs 80 feet, increase S-16 Cat D visibility ¼ mile, and circling Cat C visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct DSD VORTAC and hold.

AWOS-3
134.425

SEATTLE CENTER
128.15 257.75

UNICOM
123.0 (CTAF) **L**

APP CRS	Rwy Idg	5100
297°	TDZE	4148
	Apt Elev	4148

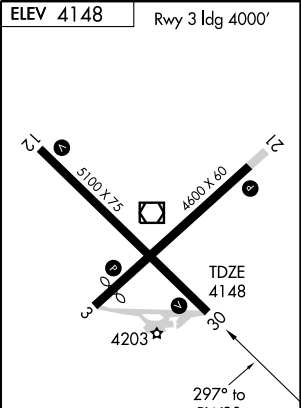
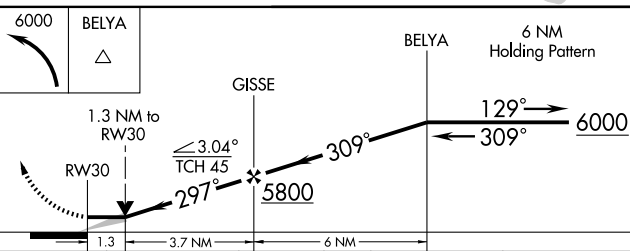
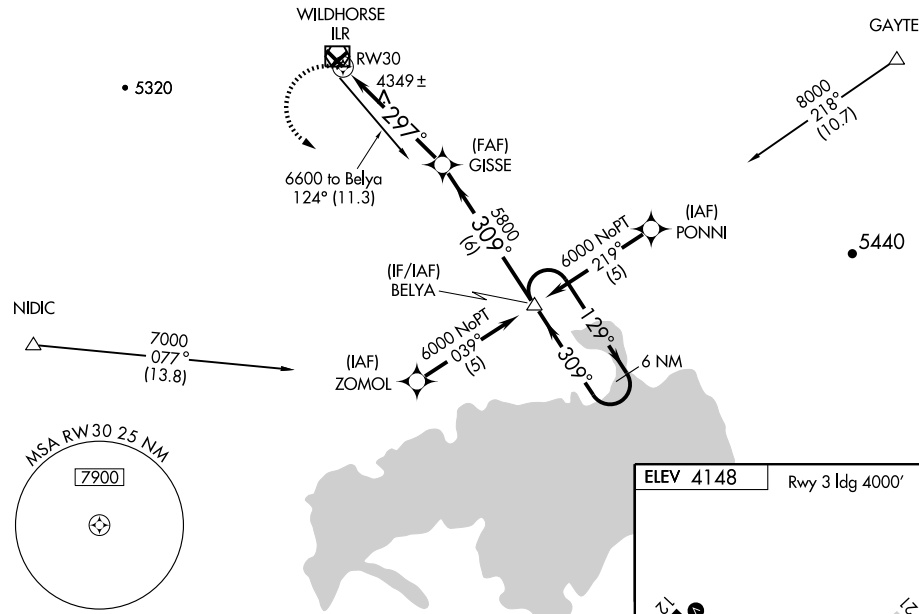
RNAV (GPS) RWY 30

BURNS MUNI (BNO)

<div><div>▼</div><div>▲ NA</div></div> <div>DME/DME RNP- 0.3 NA.</div>	MISSED APPROACH: Climbing left turn to 6000 direct BELYA and hold.
--	--

ASOS 135.575	MINNVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 0
-----------------	--------------------------	--------------------------

Procedure NA for arrival at NIDIC via V357 southwestbound.
Procedure NA for arrival at GAYTE via V330 eastbound.
NoPT for arrival at ILR VOR/DME via V497 northwestbound.



CATEGORY	A	B	C	D
RNAV MDA	4600-1	452 (500-1)	4600-1½ 452 (500-1½)	4600-1½ 452 (500-1½)
CIRCLING	4600-1 452 (500-1)	4680-1 532 (600-1)	4680-1½ 532 (600-1½)	4720-2 572 (600-2)

REIL Rwy 3, 12, 21 and 30 0
MIRL Rwy 3-21 and 12-30 0

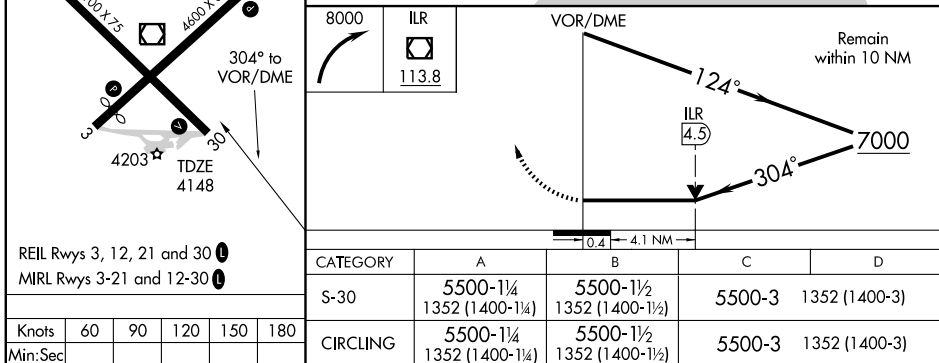
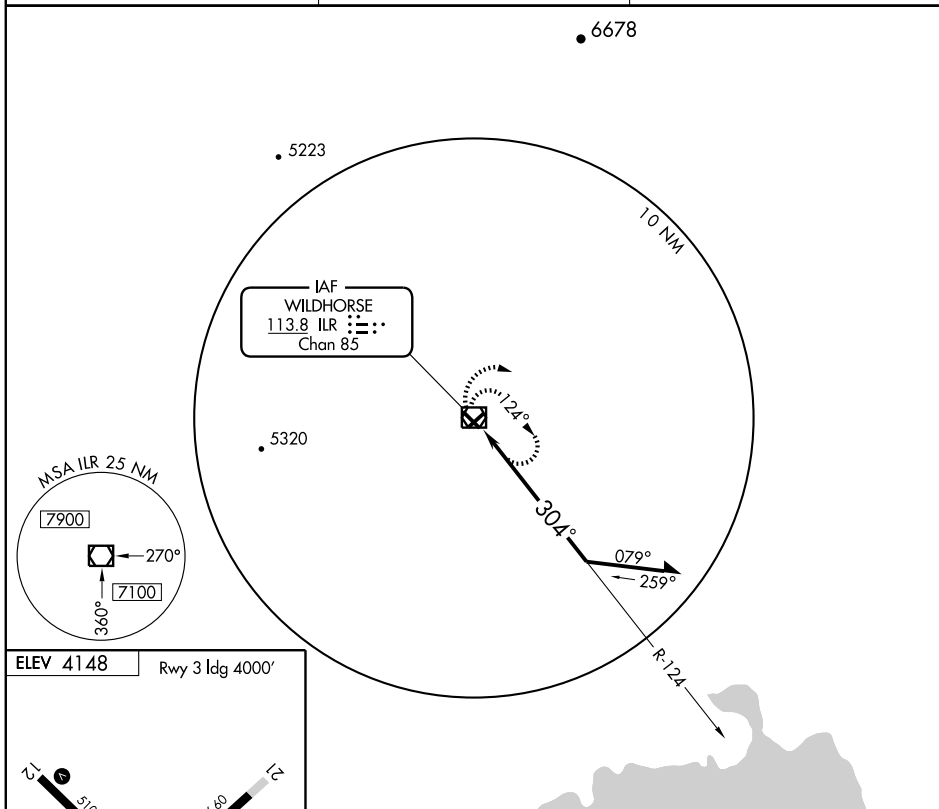
VOR/DME ILR 113.8 Chan 85	APP CRS 304°	Rwy Idg 5100 TDZE 4148 Apt Elev 4148
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VOR RWY 30
BURNS MUNI (BNO)




MISSED APPROACH: Climbing right turn to 8000 in ILR VOR/DME holding pattern.

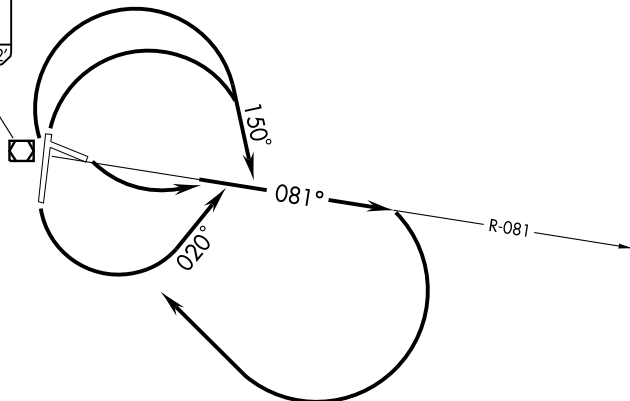
ASOS 135.575	MINNVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 0
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CORVALLIS ONE DEPARTURE

AWOS-3 135.775
 CASCADE DEP CON ★
 127.5 348.7
 CTAF 123.0
 SEATTLE CENTER
 125.8

CORVALLIS
 115.4 CVO 
 Chan 101
 N44°29.97'-W123°17.62'



TAKEOFF MINIMUMS

Rwy 9, 200-1 or standard with minimum climb of 245' per NM to 500.

Rwys 17/35, standard.

Rwy 27, standard with minimum climb of 310' per NM to 2300.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL.

Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL.

Rwy 27: OL on GS 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from departure end of runway, 544' left of centerline, up to 36' AGL/276' MSL.

Tree 2.3 NM from departure end of runway, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081, thence. . .

TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081, thence. . .

TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081, thence. . .

.... climbing right turn to 4000 direct CVO VOR/DME. Continue climb on course to MEA for route of flight.

LOST COMMUNICATIONS: If not contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

LOC I-CVO	APP CRS	Rwy Idg	5900
111.9	169°	TDZE	244
		Apt Elev	246

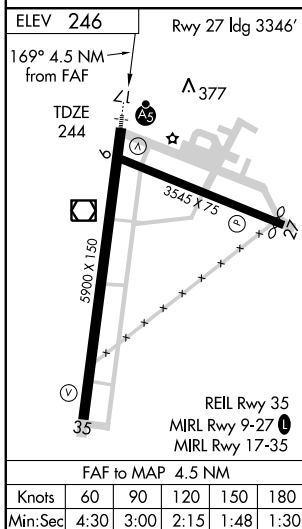
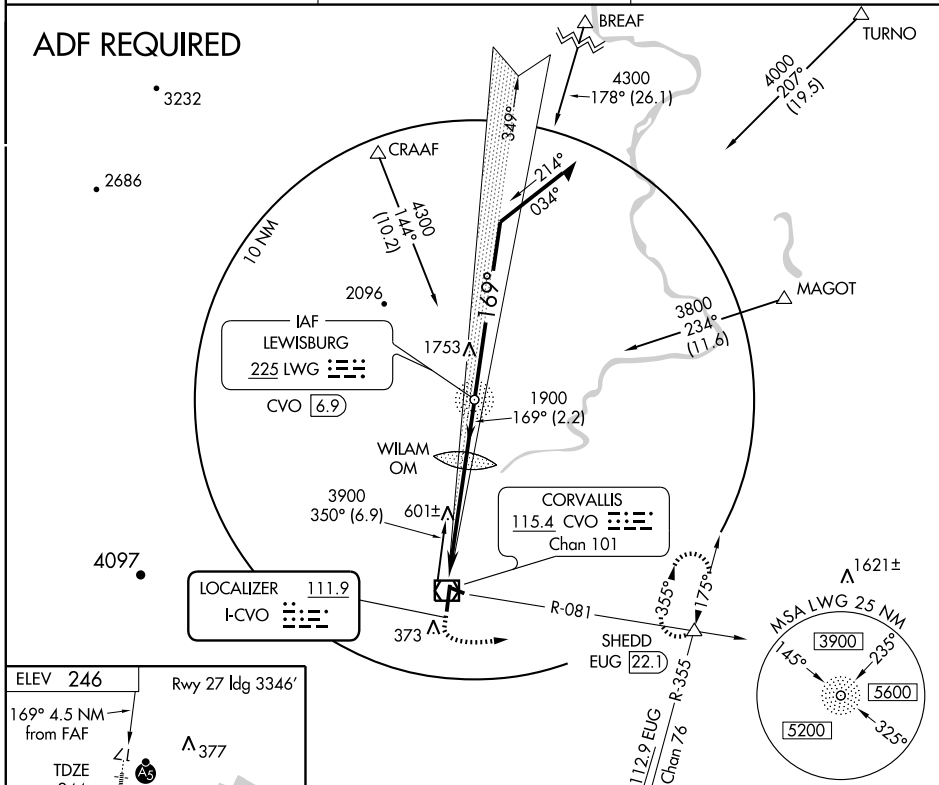
ILS RWY 17 CORVALLIS MUNI (CVO)






MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via the CVO R-081 to SHEDD Int and hold.

AWOS-3 135.775	CASCADE APP CON* 127.5 348.7	UNICOM 123.0 (CTAF) 0
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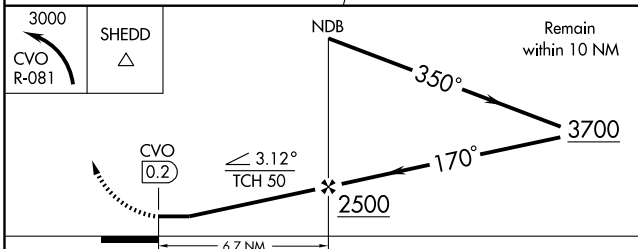
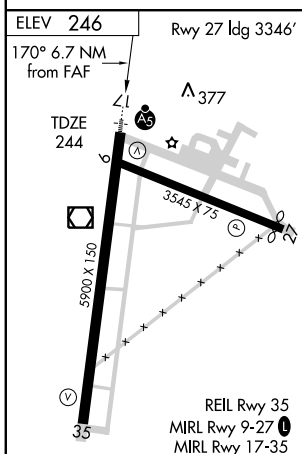
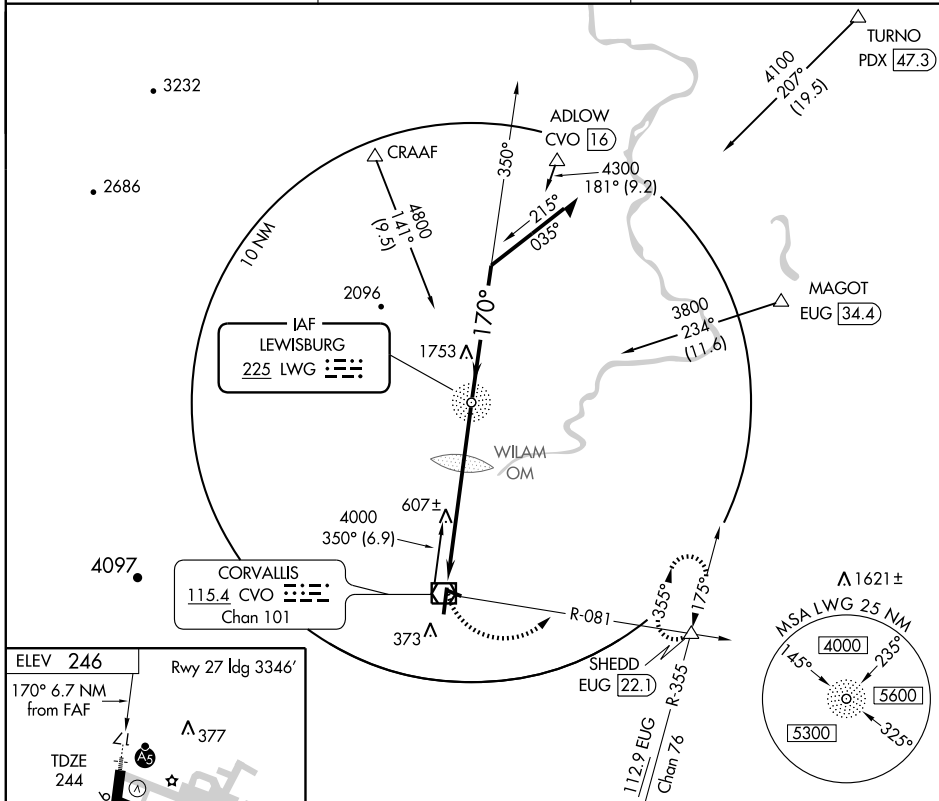
ADF REQUIRED



900	3000	SHEDD	LWG NDB	Remain within 10 NM
CVO R-081	CVO R-081	SHEDD	CVO (6.9)	
1900*	2500*	3300	3700	GS 3.00° TCH 45
4.5 NM	2.2 NM			
CATEGORY	A	B	C	D
S-ILS 17	444-1/2	200 (200-1/2)		
S-LOC 17	860-1/2	616 (700-1/2)	860-1/4 616 (700-1/4)	860-1/2 616 (700-1/2)
CIRCLING	860-1	614 (700-1)	860-1/4 614 (700-1/4)	880-2 634 (700-2)

 NA	 MALSR 	MISSED APPROACH: Climbing left turn to 3000 via the CVO R-081 to SHEDD Int/EUG 22.1 DME and hold.
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AWOS-3 135.775	CASCADE APP CON ★ 127.5 348.7	UNICOM 123.0 (CTAF) 0
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<div>35</div> <div>MIRL Rwy 9-27 MIRL Rwy 17-35</div>						CATEGORY		A		B		C		D	
						S-17		960-3 $\frac{3}{4}$ 716 (800-3 $\frac{3}{4}$)				960-1 $\frac{1}{2}$ 716 (800-1 $\frac{1}{2}$)		960-2 716 (800-2)	
						CIRCLING		960-1 714 (800-1)				960-2 714 (800-2)		960-2 $\frac{1}{4}$ 714 (800-2 $\frac{1}{4}$)	
FAF to MAP 6.7 NM															
Knots	60	90	120	150	180										
Min:Sec	6:42	4:28	3:21	2:41	2:14										

WAAS CH 78311 W17A	APP CRS 169°	Rwy Idg 5900 TDZE 248 Apt Elev 250
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RNAV (GPS) RWY 17

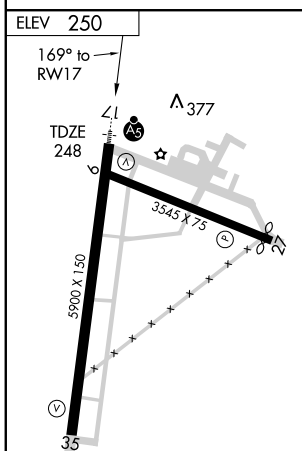
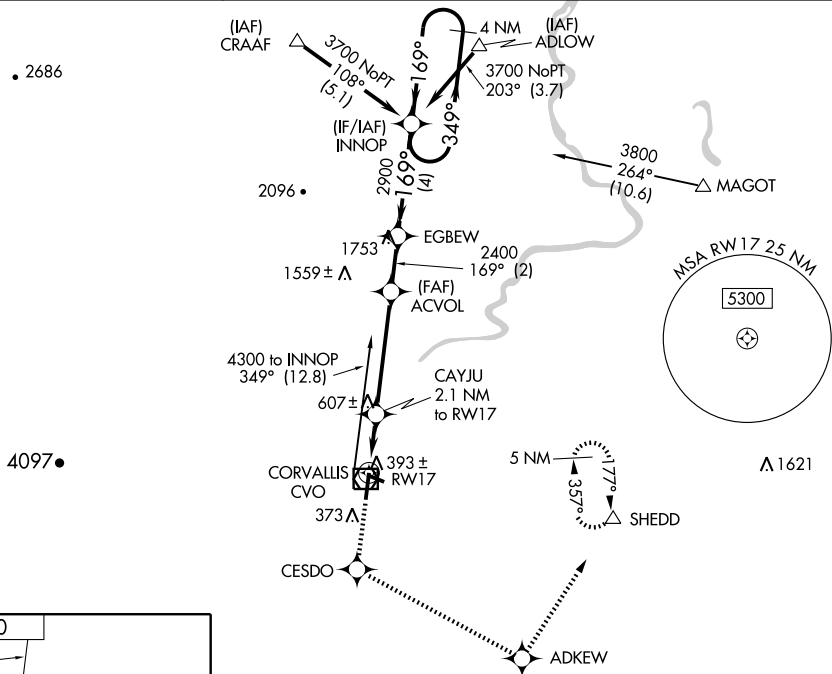
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Inoperative table does not apply to LNAV Cats A and B. For inoperative MALSR increase LNAV Cats C and D visibility to 1¼.

MALSR



MISSED APPROACH: Climb to 3000 direct CESDO and via 100° track to ADKEW and via 015° track to SHEDD and hold.

AWOS-3 135.775	CASCADE APP CON★ 127.5 348.7	UNICOM 123.0 (CTAF) 0
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VGSI and glidepath not coincident. 4 NM Holding Pattern		3000 ↑ INNOP	CESDO ✦	100° track ✦	ADKEW ✦	015° track ✦	SHEDD △
3700 ← 349° 169° →		EGBEW		ACVOL	CAYJU 2.1 NM to RW17	*NNAV only	
GS 3.00° TCH 45		2900	2400	960*	RW17		
		4 NM		2 NM	4.4 NM	2.1	
CATEGORY	A	B		C		D	
LPV DA		582-1		334 (400-1)			
RNAV/DA		670-1		422 (500-1)			
RNAV MDA		660-1		412 (500-1)			
CIRCLING	720-1 470 (500-1)			720-1½ 470 (500-1½)	900-2 650 (700-2)		

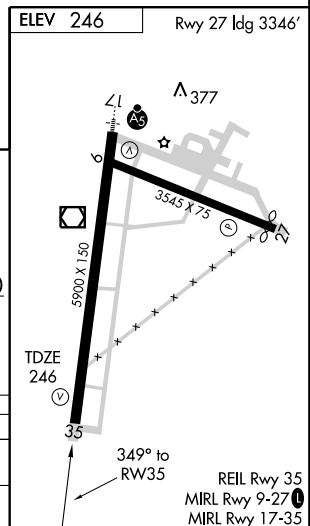
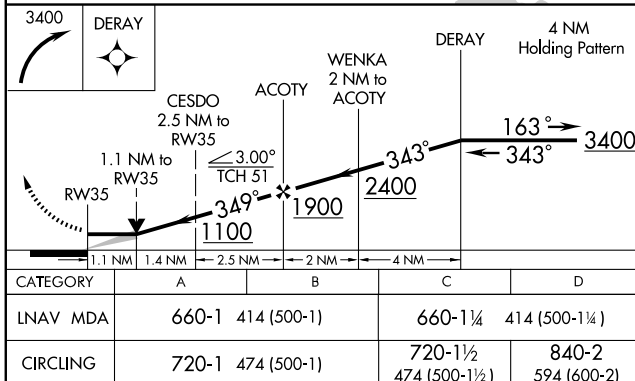
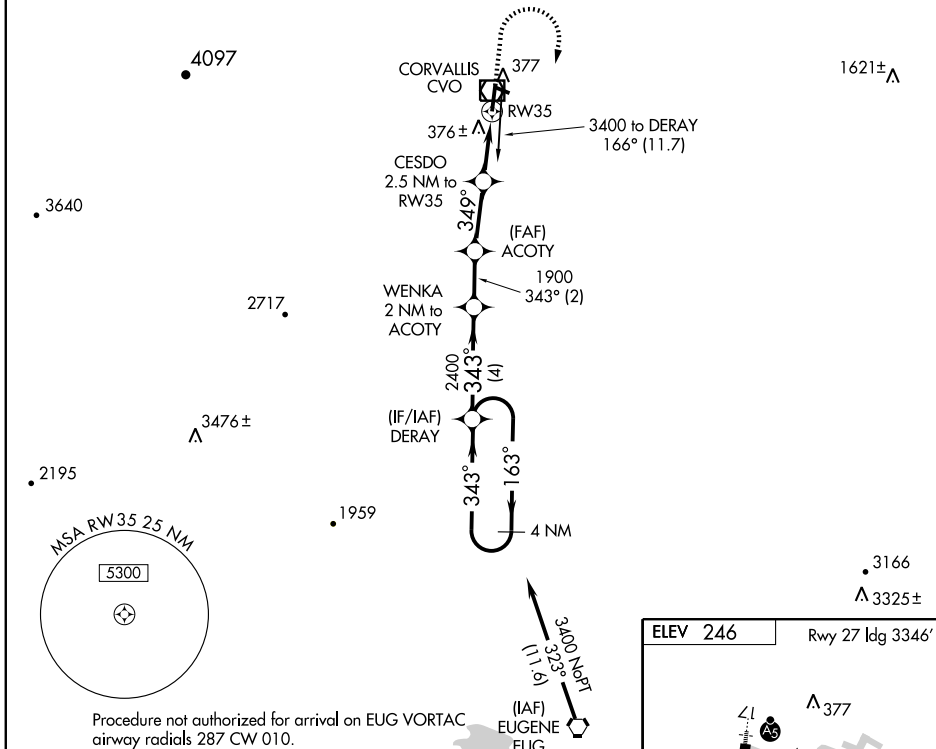
REIL Rwy 35
MIRL Rwy 9-27 **L**
MIRL Rwy 17-35

CORVALLIS MUNI (CVO)




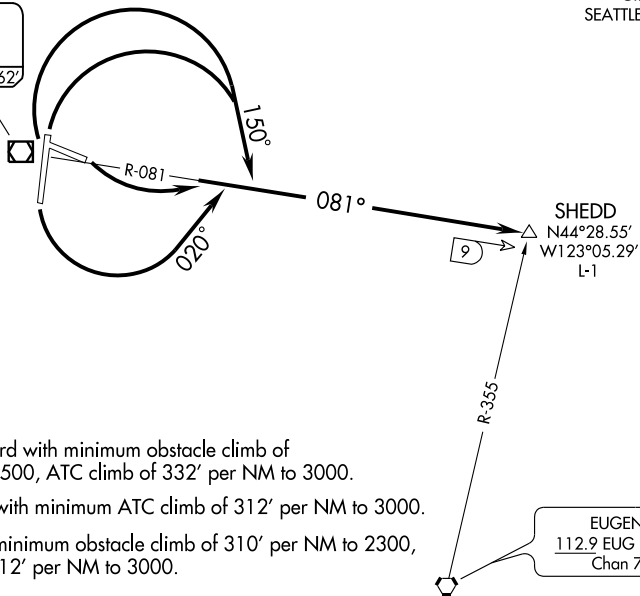
MISSED APPROACH: Climbing right turn to 3400 direct DERAY WP and hold.

UNICOM
123.0 (CTAF) **L**



SHEDD ONE DEPARTURE

CORVALLIS
115.4 CVO 
Chan 101
N44°29.97'-W123°17.62'



AWOS-3 135.775
CASCADE DEP CON ★
127.5 348.7
CTAF 123.0
SEATTLE CENTER
125.8

TAKEOFF MINIMUMS

- Rwy 9, 200-1 or standard with minimum obstacle climb of 245' per NM to 500, ATC climb of 332' per NM to 3000.
- Rwys 17/35, standard with minimum ATC climb of 312' per NM to 3000.
- Rwy 27, standard with minimum obstacle climb of 310' per NM to 2300, ATC climb of 312' per NM to 3000.

TAKEOFF OBSTACLE NOTES

- Rwy 9: Multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL.
Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL.
- Rwy 27: OL on GS 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.
- Rwy 35: Multiple trees beginning 470' from departure end of runway, 544' left of centerline, up to 36' AGL/276' MSL.
Tree 2.3 NM from departure end of runway, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081 to SHEDD INT, thence. . .

TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081 to SHEDD INT, thence. . .

TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081 to SHEDD INT, thence. . .

. . . via assigned route/clearance.

LOST COMMUNICATIONS: If not contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.

▼

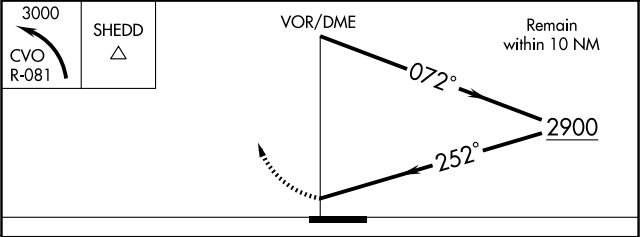
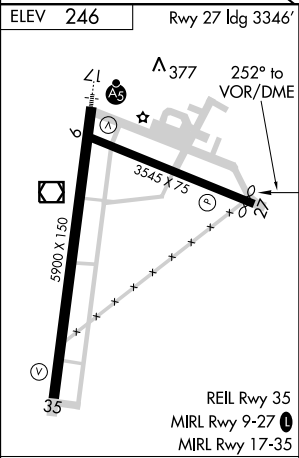
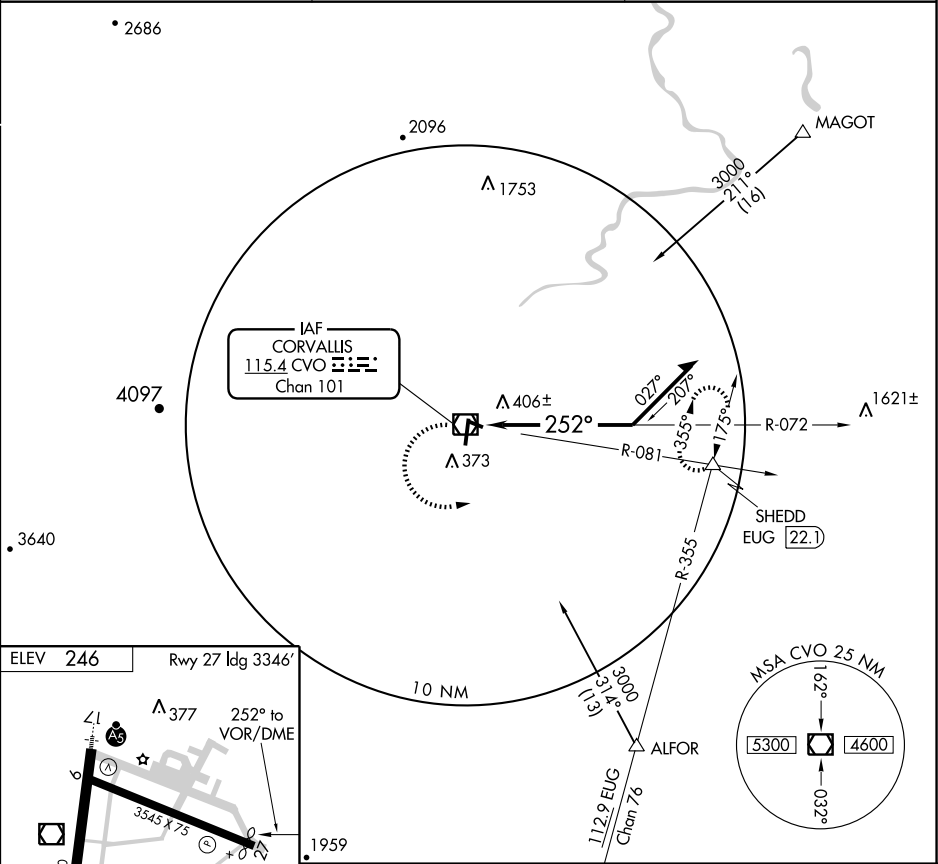
▲

MISSED APPROACH: Climbing left turn to 3000 via CVO
VOR/DME R-081 to SHEDD Int/EUG 22.1 DME and hold.

AWOS-3
135.775

CASCADE APP CON*
127.5 348.7

UNICOM
123.0 (CTAF) 0



						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1400-1¼ 1154 (1200-1¼)	1400-1½ 1154 (1200-1½)	1400-3	1154 (1200-3)
Min:Sec										

VOR/DME CVO	APP CRS	Rwy Idg	5900
115.4	177°	TDZE	244
Chan 101		Apt Elev	246

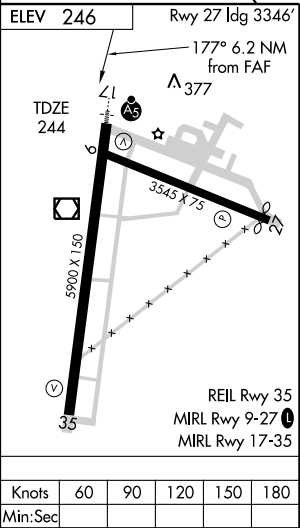
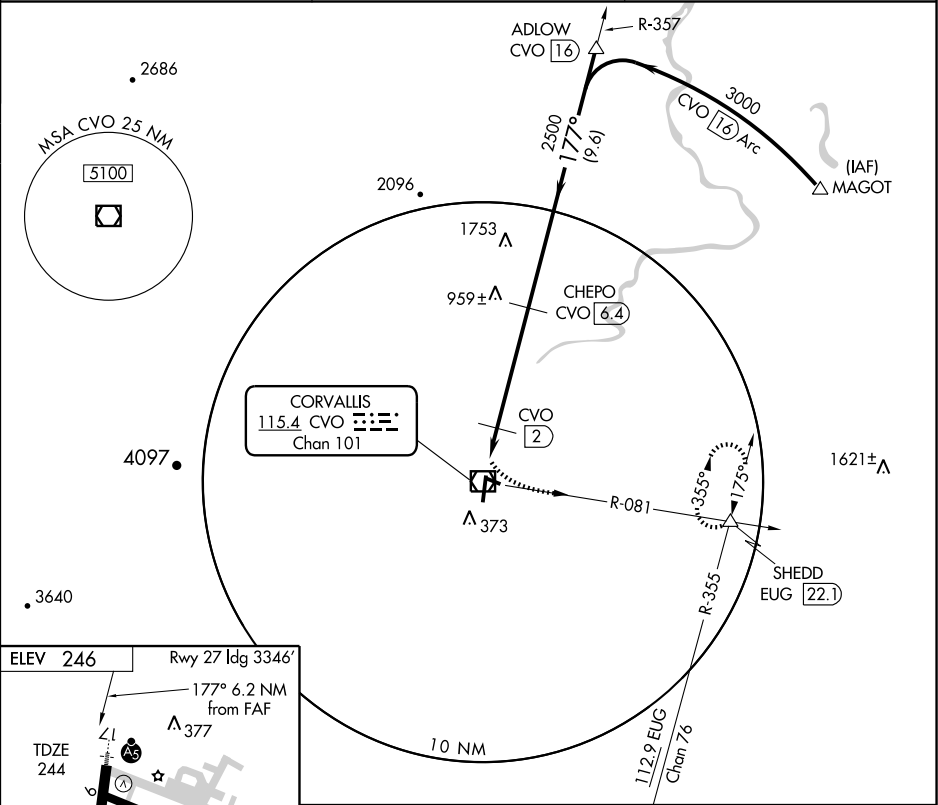
VOR/DME RWY 17
CORVALLIS MUNI (CVO)

▼ For inoperative MALS, increase S-17 Cat. D to 1 1/4 mile.

MALS

MISSED APPROACH: Climbing left turn to 3000 via CVO R-081 to SHEDD Int and hold.

AWOS-3 135.775	CASCADE APP CON * 127.5 348.7	UNICOM 123.0 (CTAF) 0
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		ADLOW CVO 16		
CVO R-081		CHEPO CVO 6.4	3000	
VOR/DME CVO 0.5		CVO 2	2500	
900		177°	3000	
0.3		1.5 NM	4.4 NM	
9.6 NM		Procedure Turn NA		
CATEGORY	A	B	C	D
S-17	660-1/2	416 (500-1/2)	660-3/4 416 (500-3/4)	660-1 416 (500-1)
CIRCLING	720-1	474 (500-1)	720-1 1/2 474 (500-1 1/2)	880-2 634 (700-2)

VOR/DME CVO 115.4 Chan 101	APP CRS 342°	Rwy Idg 5900 TDZE 246 Apt Elev 246
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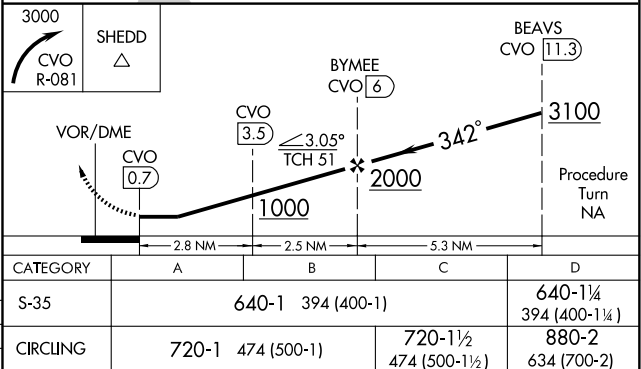
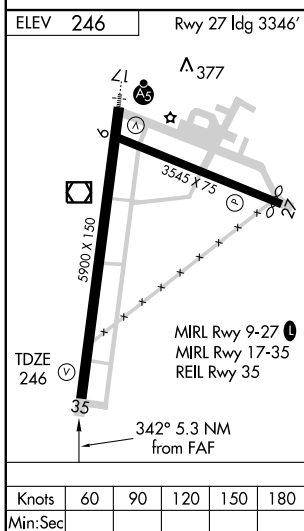
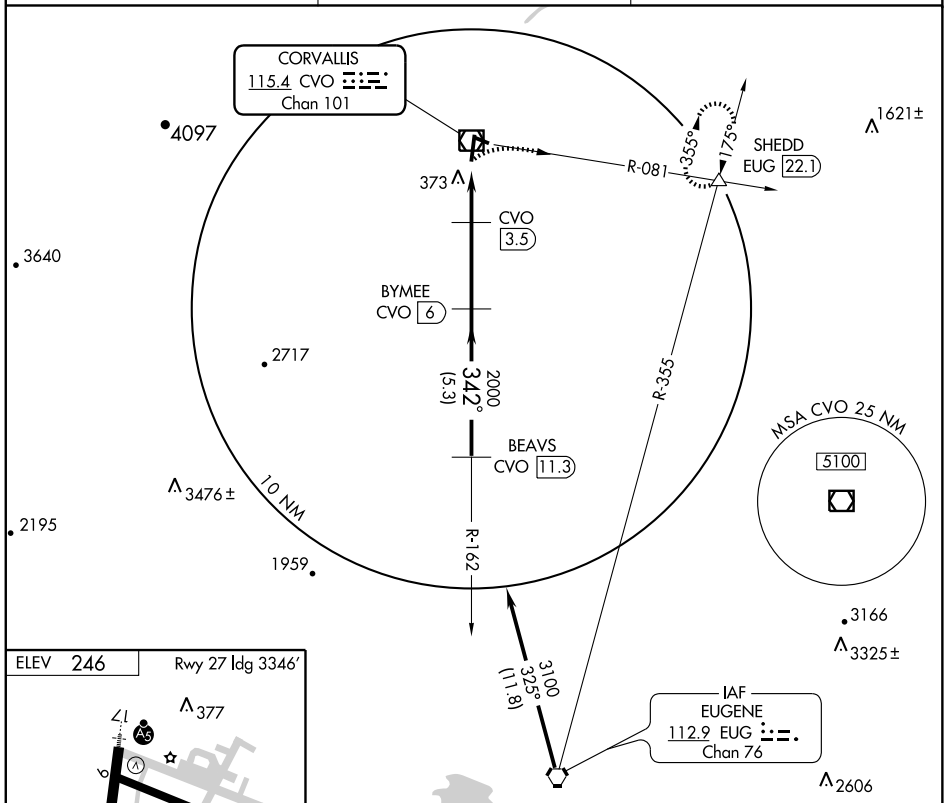
VOR/DME RWY 35
CORVALLIS MUNI (CVO)

MISSED APPROACH: Climbing right turn to 3000 via CVO R-081 to SHEDD Int and hold.

AWOS-3
135.775

CASCADE APP CON ★
127.5 348.7

UNICOM
123.0 (CTAF) **L**

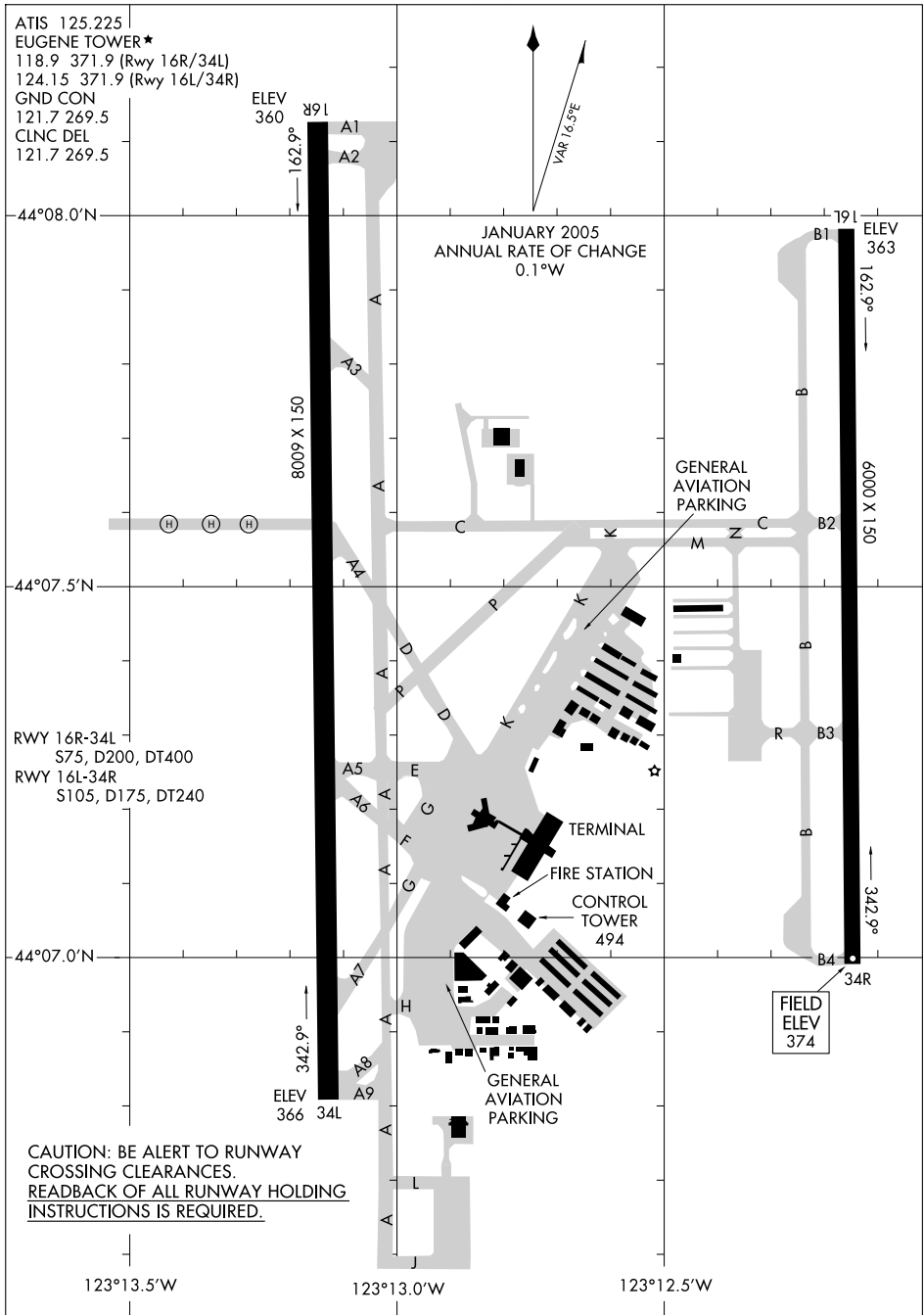


AIRPORT DIAGRAM

AL-140 (FAA)

EUGENE/MAHLON SWEET FIELD (EUG)

EUGENE, OREGON



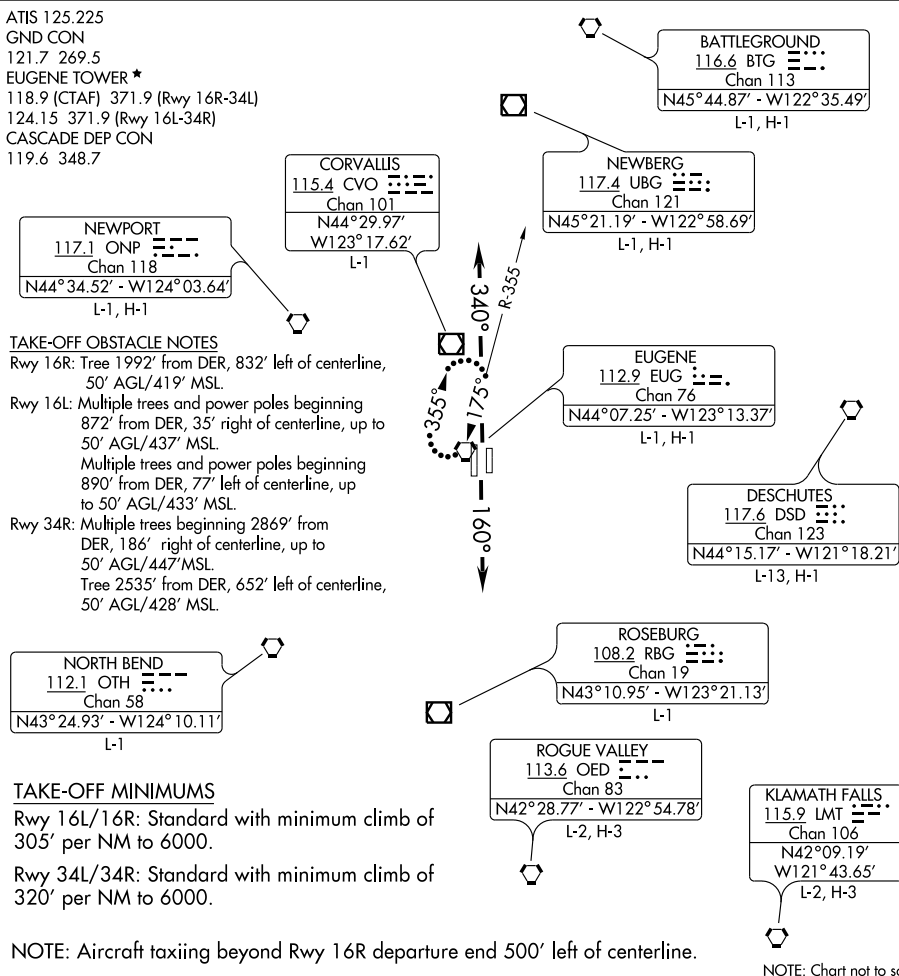
NW-1: 22 OCT 2009 to 19 NOV 2009

EUGENE SEVEN DEPARTURE

SL-140 (FAA)

EUGENE/MAHLON SWEET FIELD (EUG)

EUGENE, OREGON



NW-1, 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 16L and 16R: Climb via heading 160° (or ATC assigned heading) for vectors to assigned route/fix

TAKE-OFF RUNWAYS 34L and 34R: Climb via heading 340° (or ATC assigned heading) for vectors to assigned route/fix

. . . . maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

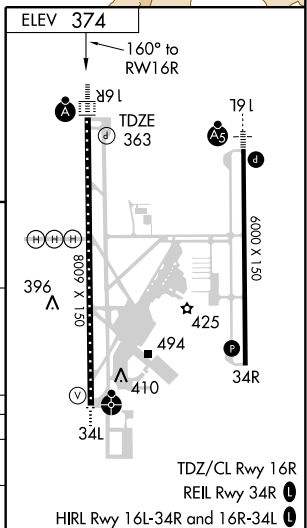
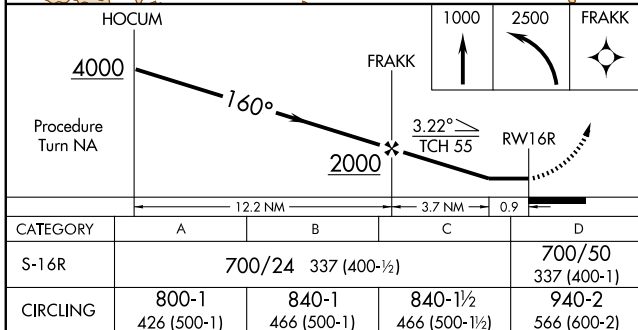
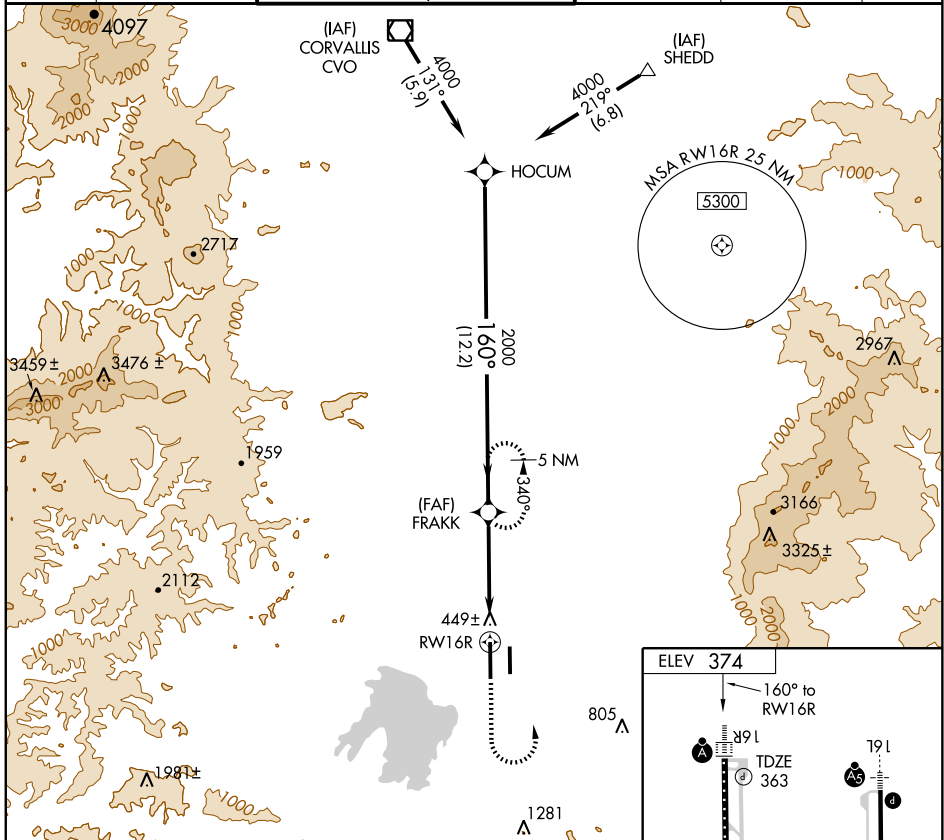
LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000', continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern (hold N, RT, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding enroute.

APP CRS	Rwy Idg	8009
160°	TDZE	363
	Apt Elev	374

GPS RWY 16R

EUGENE/MAHLON SWEET FIELD (EUG)

<div><div><div></div><div>NA</div></div><div>Inoperative table does not apply to S-16R Cat D.</div></div>		<div><div><div>ALS-F-2</div><div><div></div><div></div></div></div><div></div></div>		MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct FRAKK WP and hold.		
ATIS 125.225	CASCADE APP CON 119.6 348.7	EUGENE TOWER ★ 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)		GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95



LOC/DME F-ADE 111.75 Chan 54 (Y)	APP CRS 160°	Rwy Idg 6000 TDZE 369 Apt Elev 374
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ILS or LOC/DME RWY 16L

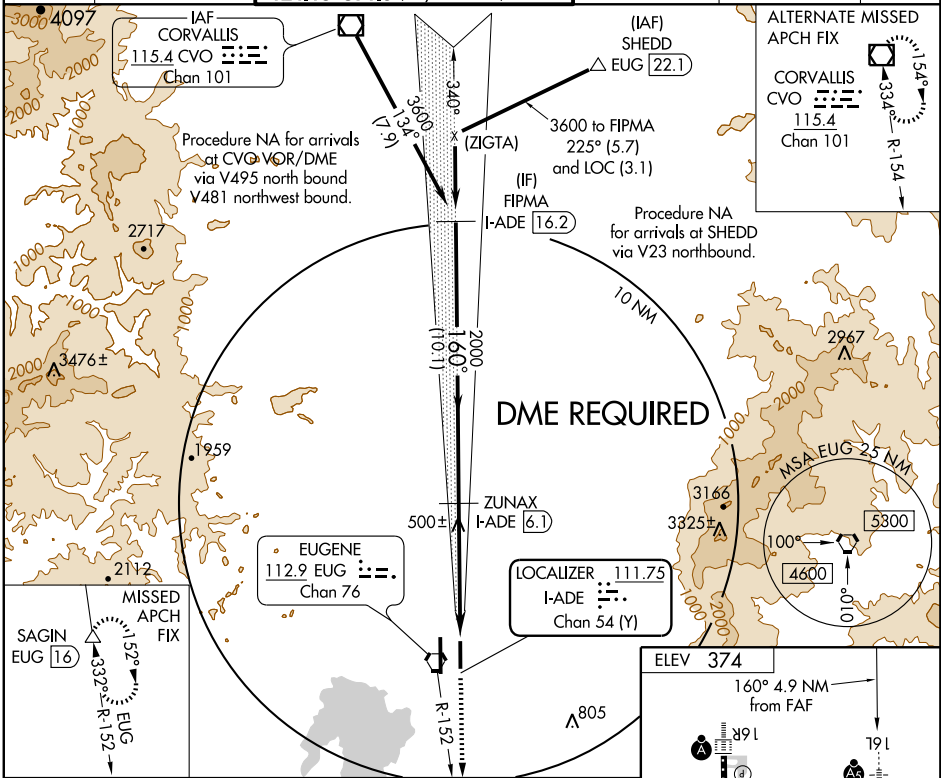
EUGENE/MAHLON SWEET FIELD (EUG)

T If local altimeter setting not received, use Corvallis altimeter
A setting and increase all DAs 70 feet, and all MDAs 80 feet.
VDP NA when using Corvallis altimeter setting.

MALSR

MISSED APPROACH: Climb to 5200 via heading 160° and EUG VORTAC R-152 to SAGIN/EUG 16 DME and hold, continue climb-in-hold to 5200.

ATIS 125.225	CASCADE APP CON 119.6 348.7	EUGENE TOWER ★ 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95
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NW-1. 22 OCT 2009 to 19 NOV 2009

Procedure
Turn NA

FIPMA
I-ADE [16.2]

VGS1 and ILS glidepath not coincident.
Use I-ADE DME when on the localizer course.

ZUNAX
I-ADE [6.1]

EUG
R-152
[112.9]

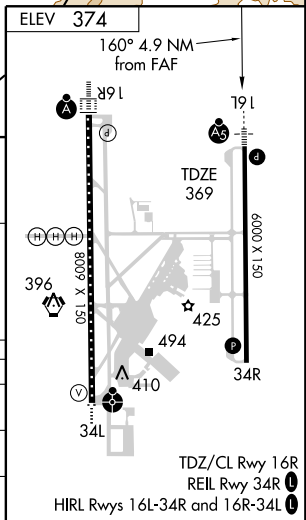
SAGIN
△

3600
160°
2000

GS 3.00°
TCH 46

10.1 NM
3.7 NM
1.2

CATEGORY	A	B	C	D
S-ILS 16L	569-½ 200 (200-½)			
S-LOC 16L	800-½ 431 (500-½)	800-¾ 431 (500-¾)		800-1 431 (500-1)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)



▼

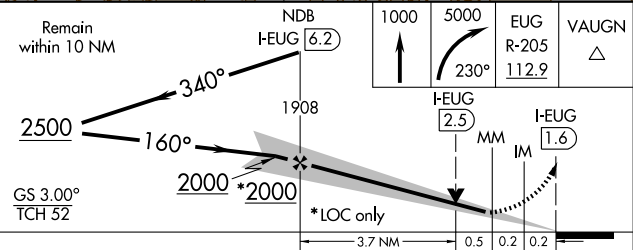
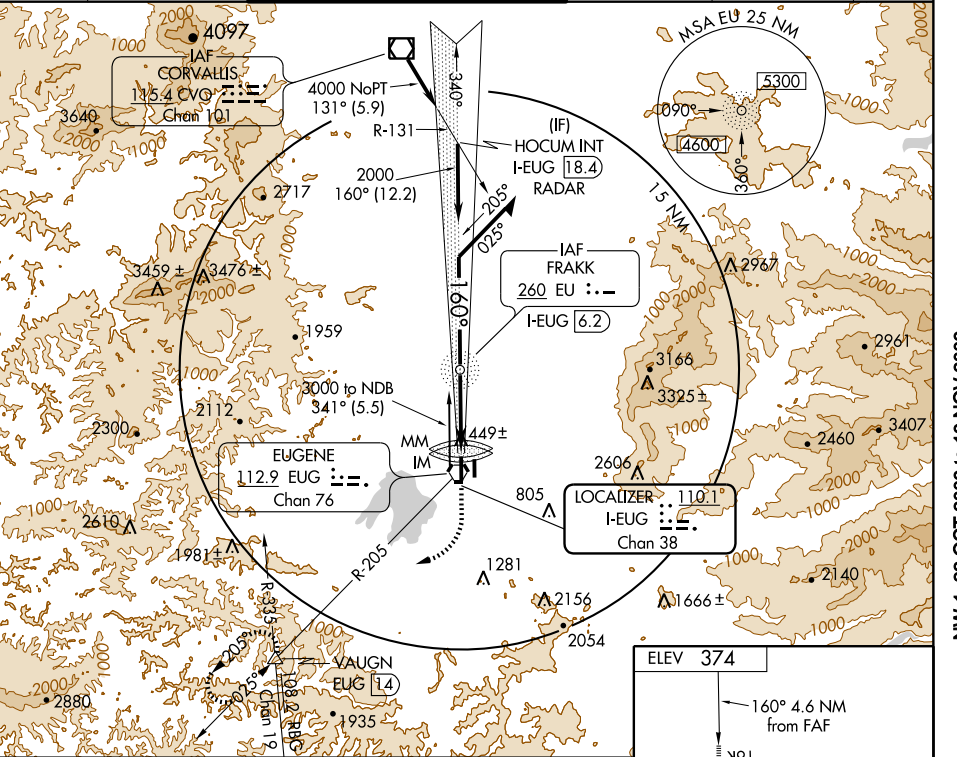
▲

For inoperative ALSF-2: increase S-LOC 16R Cat D visibility to RVR 5000.
DME required.

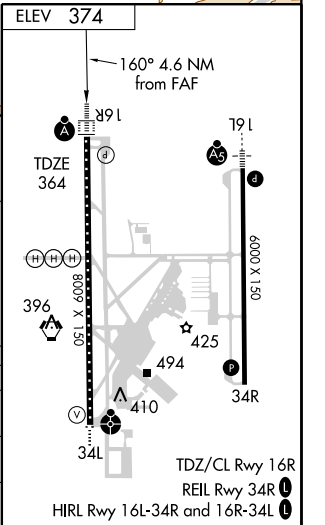
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 230° and EUG R-205 to VAUGHN/ EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



CATEGORY	A	B	C	D
S-ILS 16R	564/18 200 (200-½)			
S-LOC 16R	700/24 336 (400-½)			700/40 336 (400-¾)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)

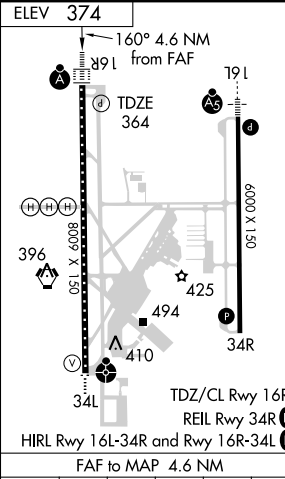
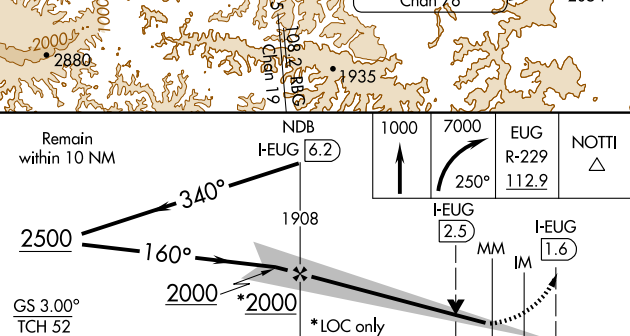
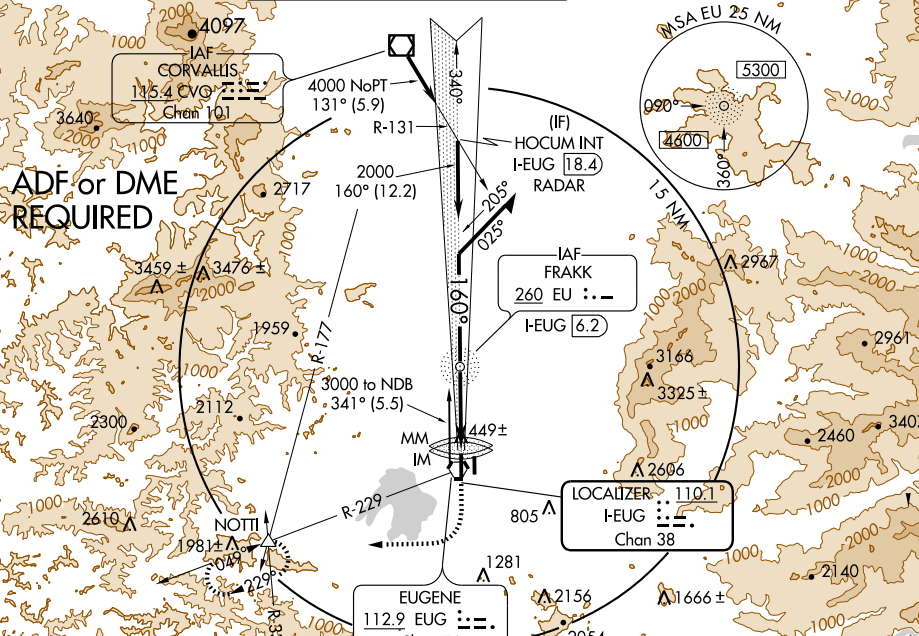


LOC/DME I-EUG	APP CRS	Rwy Idg	8009
110.1	160°	TDZE	364
Chan 38		Apt Elev	374

For inoperative ALSF-2: increase S-LOC 16R Cat D visibility to RVR 5000.

MISSED APPROACH: Climb to 1000 then climbing right turn to 7000 via heading 250° and EUG R-229 to NOTTI INT and hold, continue climb-in-hold to 7000.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



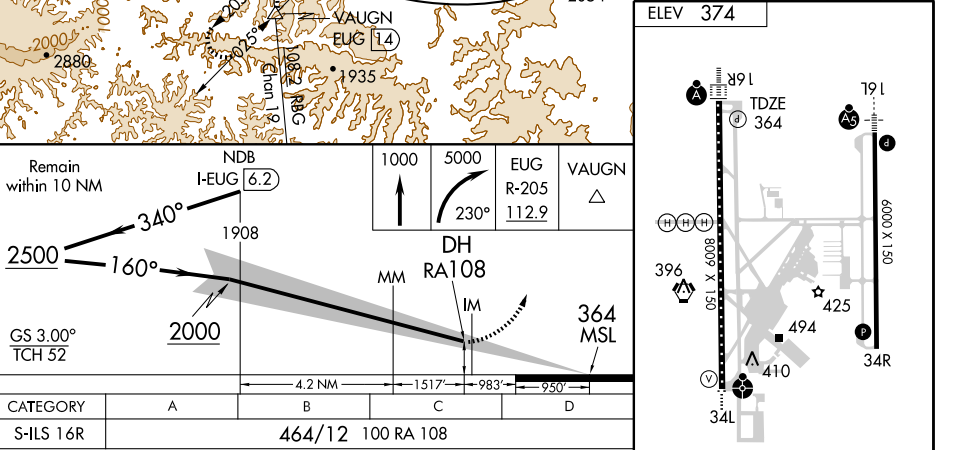
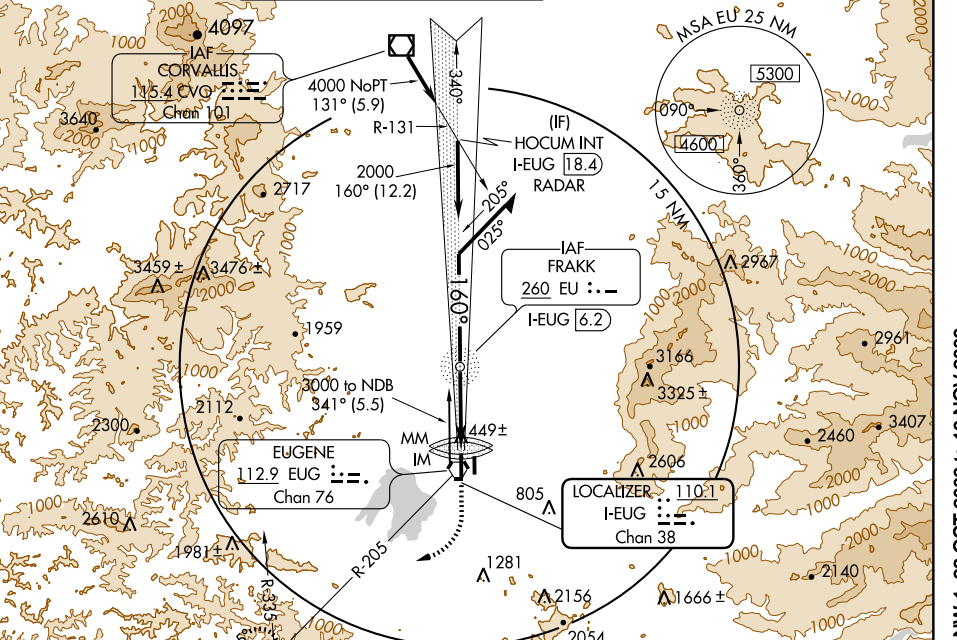
▼ Cat II minimums not authorized when control tower closed.

▲ DME required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 230° and EUG R-205 to VAUGHN EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS	CASCADE APP CON	EUGENE TOWER★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



NW-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-EUG <u>110.1</u> Chn 38	APP CRS 160°	Rwy Idg 8009 TDZE 364 Apt Elev 374
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ILS RWY 16R (CAT III)

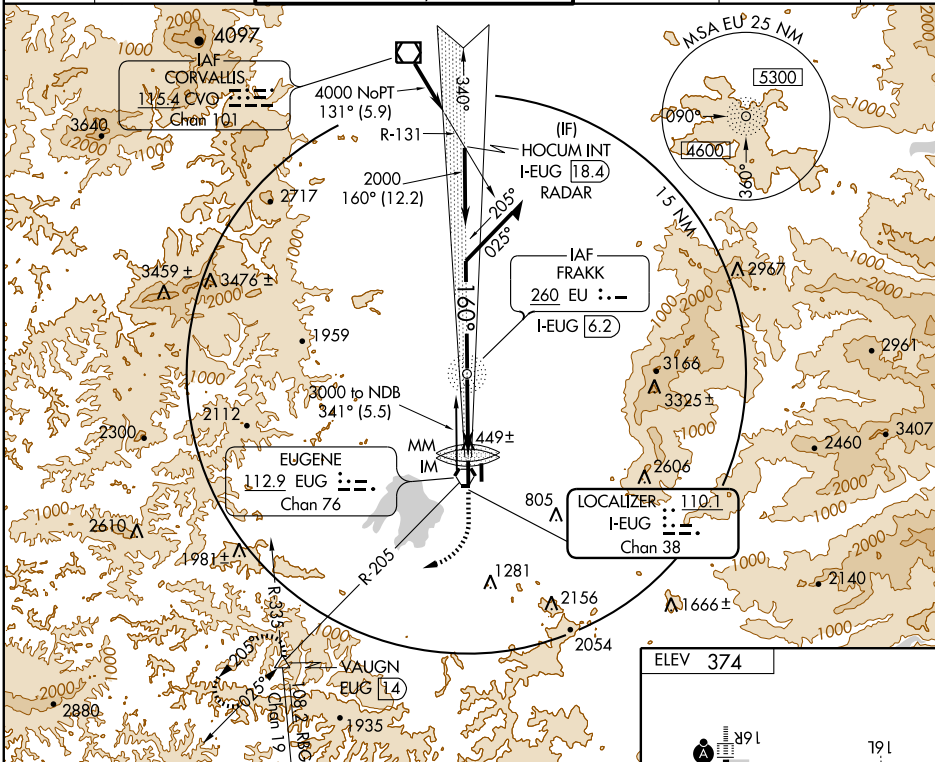
EUGENE/MAHLON SWEET FIELD (EUG)

- T** Cat III minimums not authorized when control tower closed.
A DME required.

ALSF-2

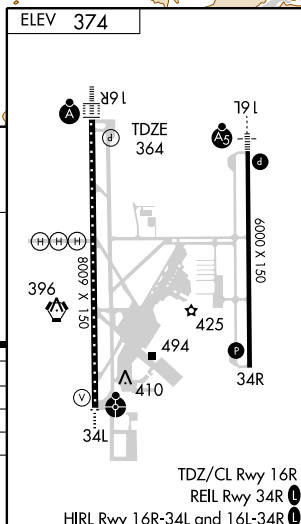
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 230° and EUG R-205 to VAUGN/ EUG 14 DME and hold, continue climb-in-hold to 5000.

ATIS 125.225	CASCADE APP CON 119.6 348.7	EUGENE TOWER ★ 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95
------------------------	---------------------------------------	---	-------------------------------	--------------------------------	-------------------------



Remain within 10 NM 2500 GS 3.00° TCH 52		NDB I-EUG 6.2 1908 2000		1000 ↑ MM 541	5000 ↗ 230° IM 459	EUG R-205 112.9	VAUGHN △
		340° 160°		364 MSL			
		4.2 NM 1.570° 930° 950°					
CATEGORY	A	B	C	D			
S-ILS 16R		CAT IIIA	RVR 07				
S-ILS 16R		CAT IIIB	RVR 06				
S-ILS 16R		CAT IIIC	NA				

CATEGORY III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



RNAV (GPS) RWY 16L
EUGENE/MAHLON SWEET FIELD (EUG)

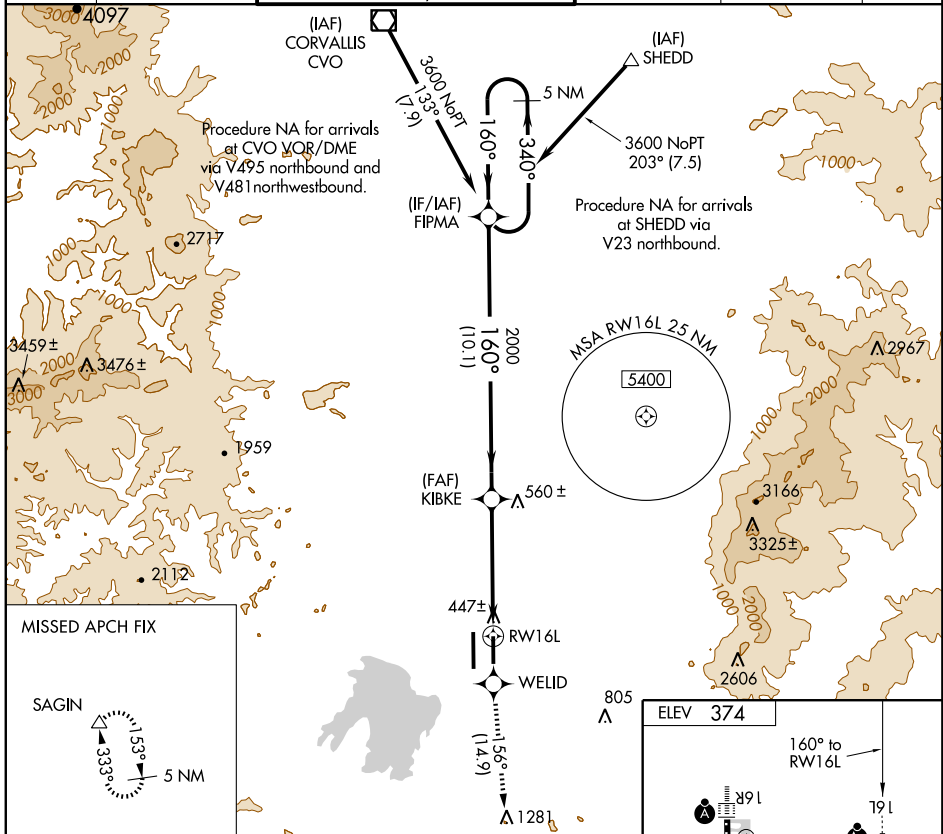
EUGENE/MAHLON SWEET FIELD (EUG)

T DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

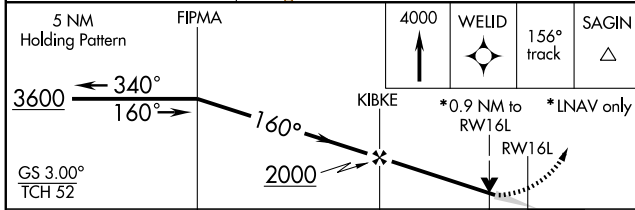
MALSR

MISSED APPROACH: Climb to 4000 direct WELID and via 156° track to SAGIN and hold, continue climb-in-hold to 4000.

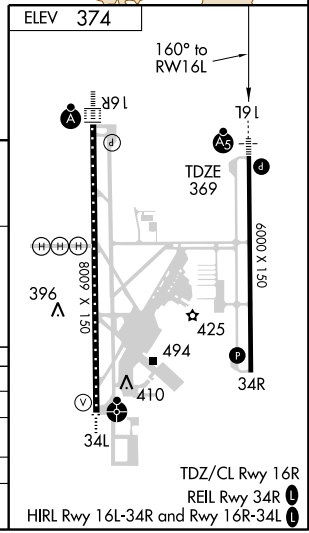
ATIS	CASCADE APP CON	EUGENE TOWER 1*	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



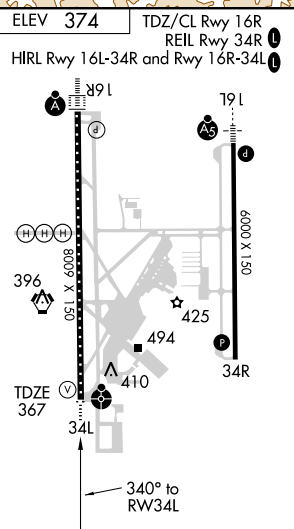
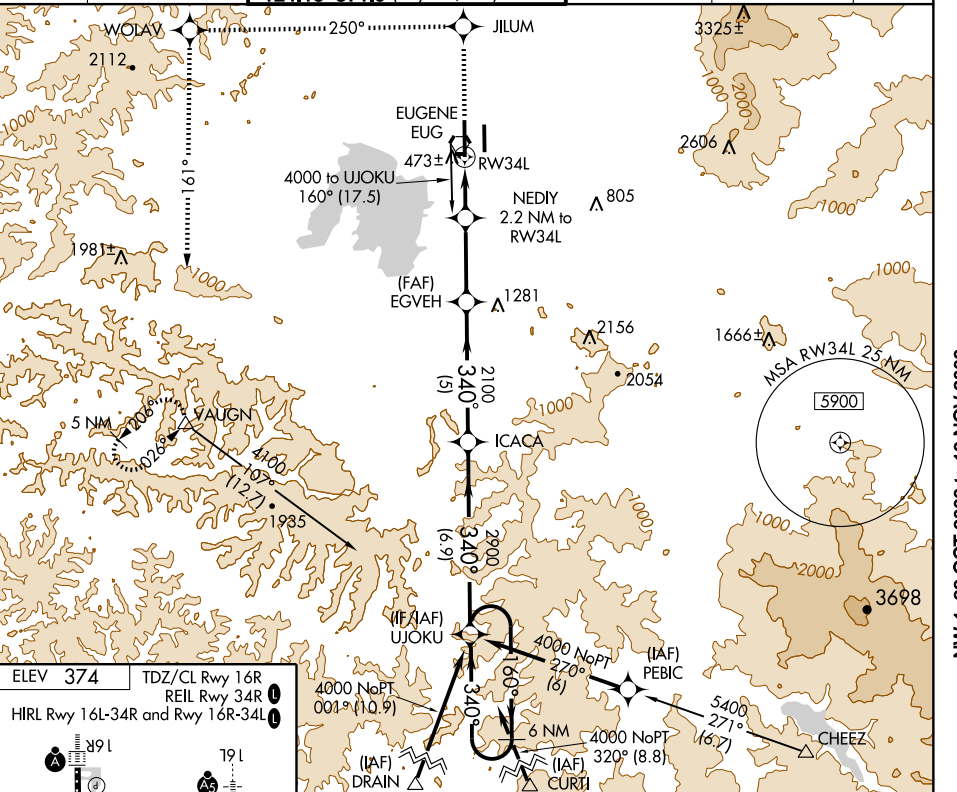
NW-1. 22 OCT 2009 to 19 NOV 2009



		10.1 NM		4 NM		0.9	
CATEGORY	A	B	C	D			
LPV DA	669-1 300 (300-1)						
LNAV/VNAV DA	715-1¼ 346 (400-1¼)						
LNAV MDA	700-1 331 (400-1)						
CIRCLING	800-1¼ 426 (500-1¼)	840-1 ¼ 466 (500-1¼)	840-1½ 466 (500-1½)	940-2 566 (600-2)			



Inoperative table does not apply to LPV and LNAV/VNAV. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.		ODALS	MISSED APPROACH: Climb to 4000 direct JILUM and via 250° track to WOLAV and 161° track to VAUGN and hold.		
ATIS 125.225	CASCADE APP CON 119.6 348.7	EUGENE TOWER★ 118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	GND CON 121.7 269.5	CLNC DEL 121.7 269.5	UNICOM 122.95



4000 JILUM		250° track		WOLAV		161° track		VAUGN		ICACA		UJOKU		6 NM Holding Pattern	
*LNAV only		NEDIY		EGVEH											
RW 34L		*1.1 NM to RW34L		2.2 NM to RW34L				340°		2900		160°		4000	
1.1 NM		1.1 NM		3 NM		5 NM		6.9 NM						GS 3.00° TCH 54	
CATEGORY		A		B		C		D							
LPV DA		617/40		250 (300-¾)											
LNAV/VNAV DA		744/60		377 (400-1¼)											
LNAV MDA		760/40		393 (400-¾)								760/60 393 (400-1¼)			
CIRCLING		800-1¼ 426 (500-1¼)		840-1¼ 466 (500-1¼)		840-1½ 466 (500-1½)		840-2 566 (600-2)							

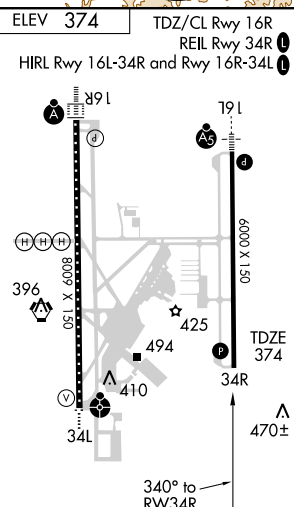
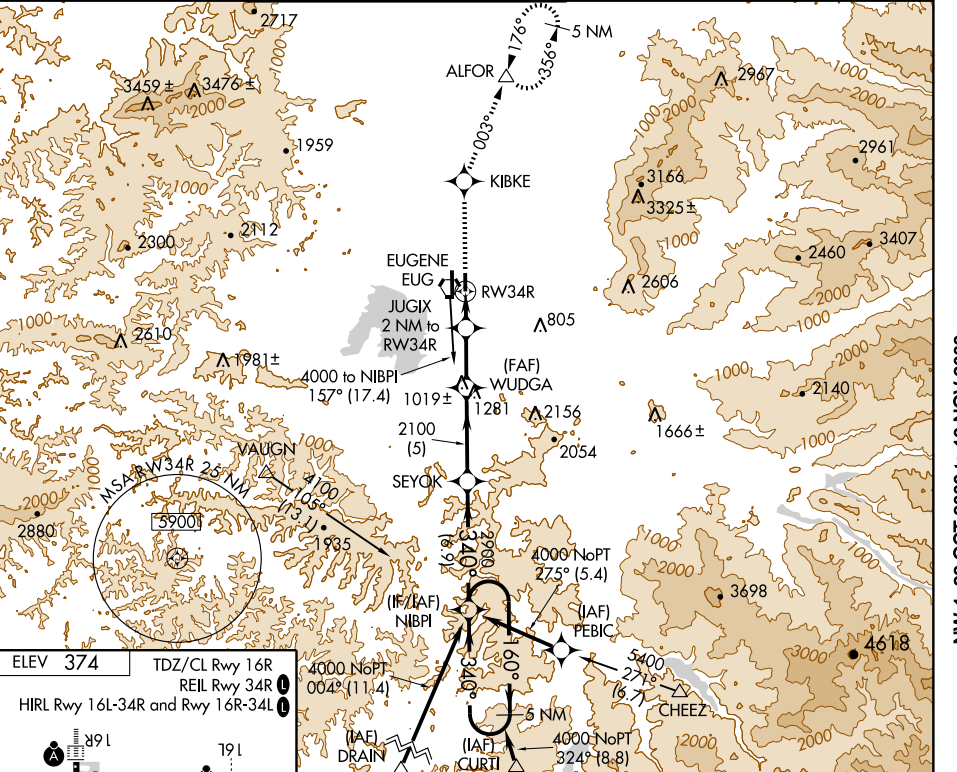
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct KIBKE and via track 003° to ALFOR and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



3000	KIBKE	trk 003°	ALFOR	NIBPI	5 NM Holding Pattern
*LNAV only	JUGIX	WUDGA	SEYOK	NIBPI	160° → 4000
	2 NM to RW34R	2 NM to RW34R	2 NM to RW34R	2 NM to RW34R	← 340°
	1.1 NM	0.9 NM	3.2 NM	5 NM	6.9 NM
1060*	2100	2900	340°	4000	GS 3.00° TCH 50
1.1 NM	0.9 NM	3.2 NM	5 NM	6.9 NM	
CATEGORY	A	B	C	D	
LPV DA	658-1	284 (300-1)			
LNAV/ VNAV	796-1½	422 (500-1½)			
LNAV MDA	760-1	386 (400-1)			760-1¼ 386 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)	940-2 566 (600-2)	

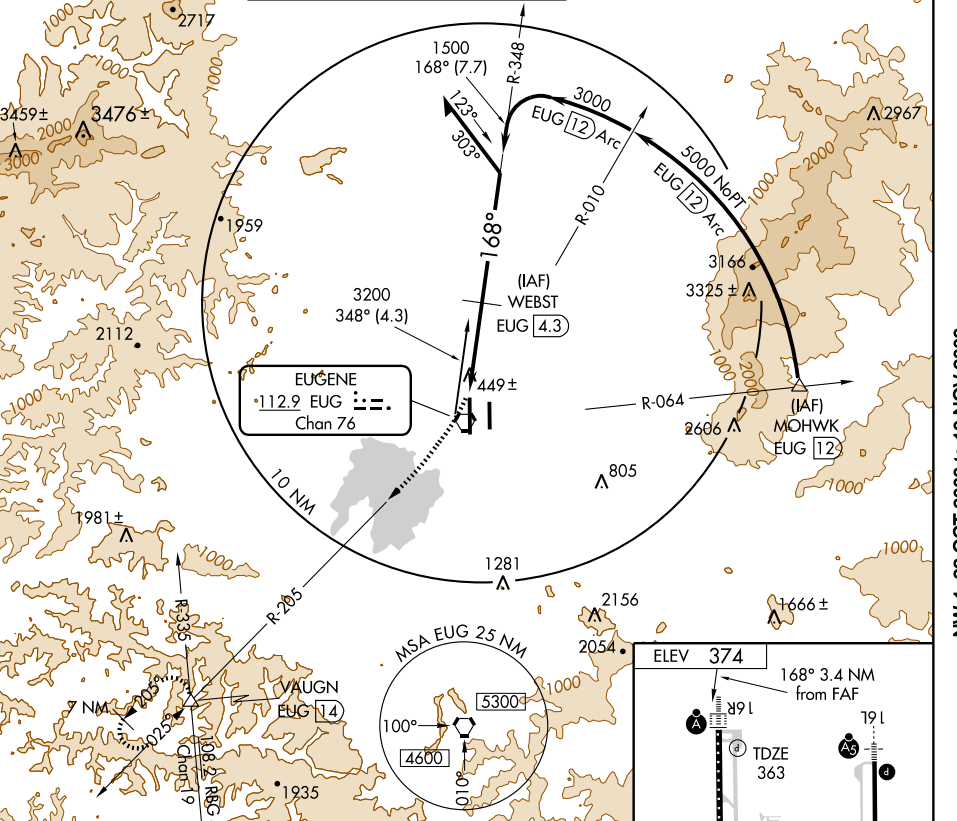
V

For inoperative MALS, increase S-16R Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climbing right turn to 4000 via EUG R-205 to VAUGHN/14 DME and hold.

ATIS	CASCADE APP CON	EUGENE TOWER ★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



4000

EUG R-205

VAUGHN

EUG 1.9

WEBST

EUG 4.3

Remain within 10 NM

VORTAC

EUG 0.9

348°

2700

168°

1500

3.01°

TCH 50

1 NM

2.4 NM

ELEV 374

168° 3.4 NM from FAF

TDZE 363

396

425

494

410

34L

34R

TDZ/CL Rwy 16R

REIL Rwy 34R

HIRL Rwy 16L-34R and Rwy 16R-34L

NW-1, 22 OCT 2009 to 19 NOV 2009

EUGENE, OREGON

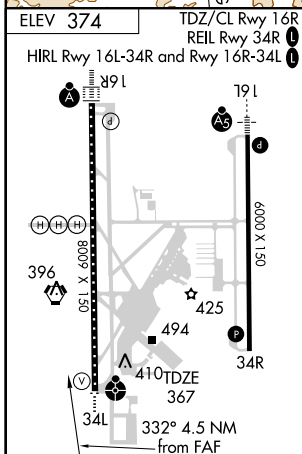
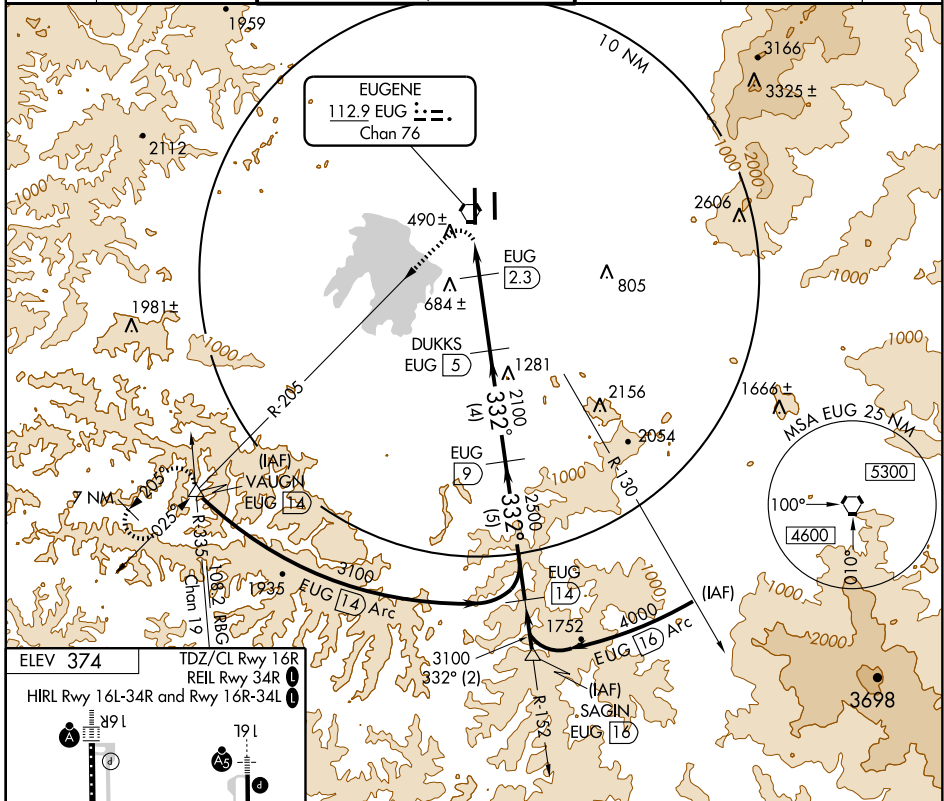
AL-140 (FAA)

VORTAC EUG	APP CRS	Rwy Idg	8009
112.9	332°	TDZE	367
Chan 76		Apt Elev	374

VOR/DME or TACAN RWY 34L

EUGENE/MAHLON SWEET FIELD (EUG)

		ODALS		MISSED APPROACH: Climbing left turn to 4000 via EUG R-205 to VAUGHN/14 DME and hold.	
ATIS	CASCADE APP CON	EUGENE TOWER ★		GND CON	CLNC DEL
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L)		121.7 269.5	121.7 269.5
		124.15 371.9 (Rwy 16L/34R)			UNICOM
					122.95



EUG 14		3100	
4000		2500	
VAUGHN		DUKKS	
EUG R-205		EUG 5	
VORTAC		EUG 9	
EUG 1		EUG 2.3	
1040		2100	
3.49°		TCH 54	
0.5		1.3 NM	
2.7 NM		4 NM	
5 NM		Procedure Turn NA	
CATEGORY	A	B	C
S-34L	760/40 393 (400-¾)		760/60 393 (400-1¼)
CIRCLING	800-1 426 (500-1)	840-1 466 (500-1)	840-1½ 466 (500-1½)
			940-2 566 (600-2)

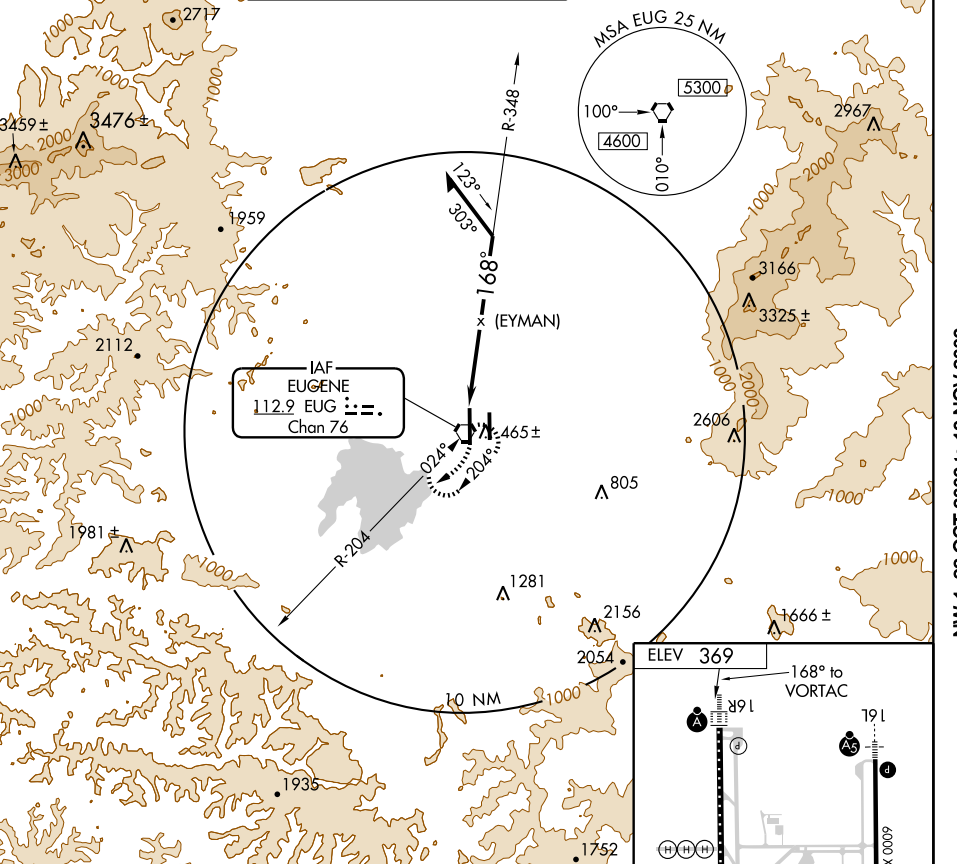
NW-1, 22 OCT 2009 to 19 NOV 2009

▼

▲

MISSED APPROACH: Climbing right turn to 4000 via EUG R-204, then direct EUG VORTAC and hold.

ATIS	CASCADE APP CON	EUGENE TOWER★	GND CON	CLNC DEL	UNICOM
125.225	119.6 348.7	118.9 (CTAF) 371.9 (Rwy 16R/34L) 124.15 371.9 (Rwy 16L/34R)	121.7 269.5	121.7 269.5	122.95



ELEV 369

168° to VORTAC

168°

191

199

396

34L

34R

410

425

494

6000 X 150

8009 X 150

34L

34R

TDZ/CL Rwy 16R

REIL Rwy 34R

HIRL Rwy 16L-34R and Rwy 16R-34L

4000

EUG

EUG R-204

112.9

VORTAC

Remain within 10 NM

348°

2700

168°

EYMAN

4 NM

CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1200-1 831 (900-1)	1200-1¼ 831 (900-1¼)	1200-2½ 831 (900-2½)	1200-2¾ 831 (900-2¾)	Min:Sec					

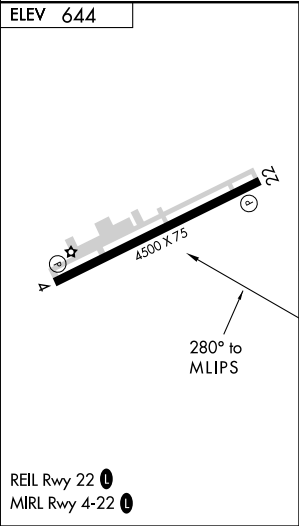
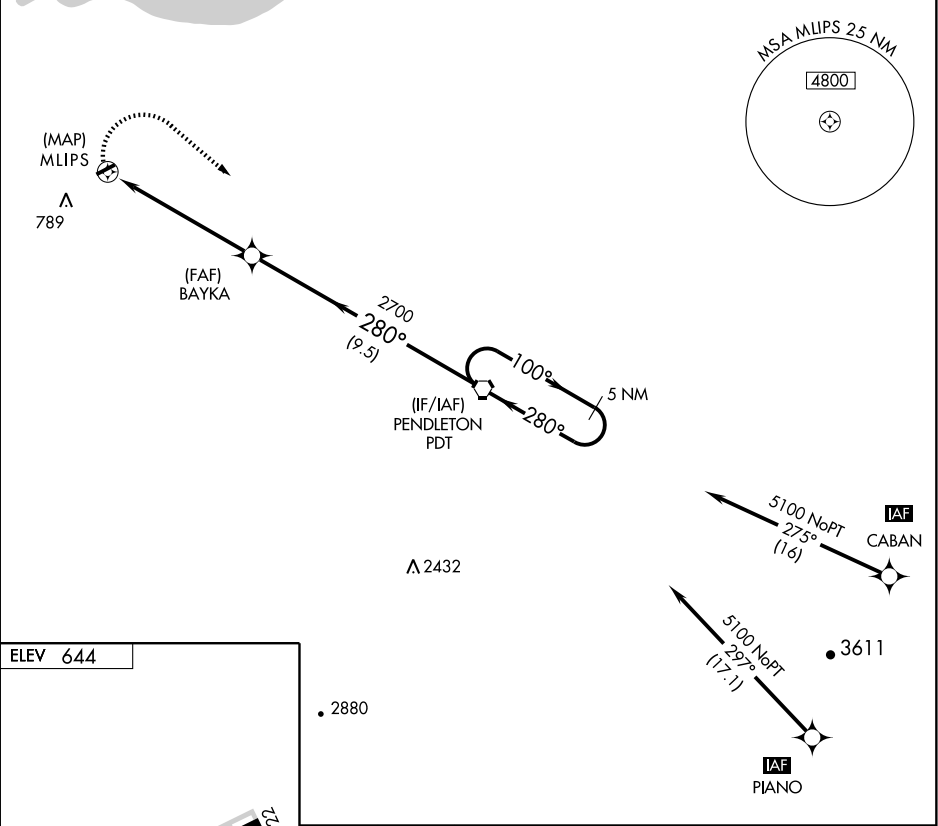
NW-1, 22 OCT 2009 to 19 NOV 2009

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

NA IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climbing right turn to 4000 direct PDT VORTAC and hold.

ASOS 135.225	CHINOOK APP CON ★ 133.15 379.15	UNICOM 122.8 (CTAF)
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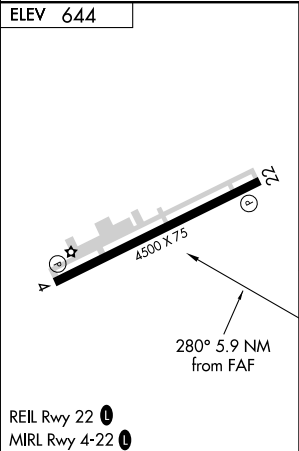
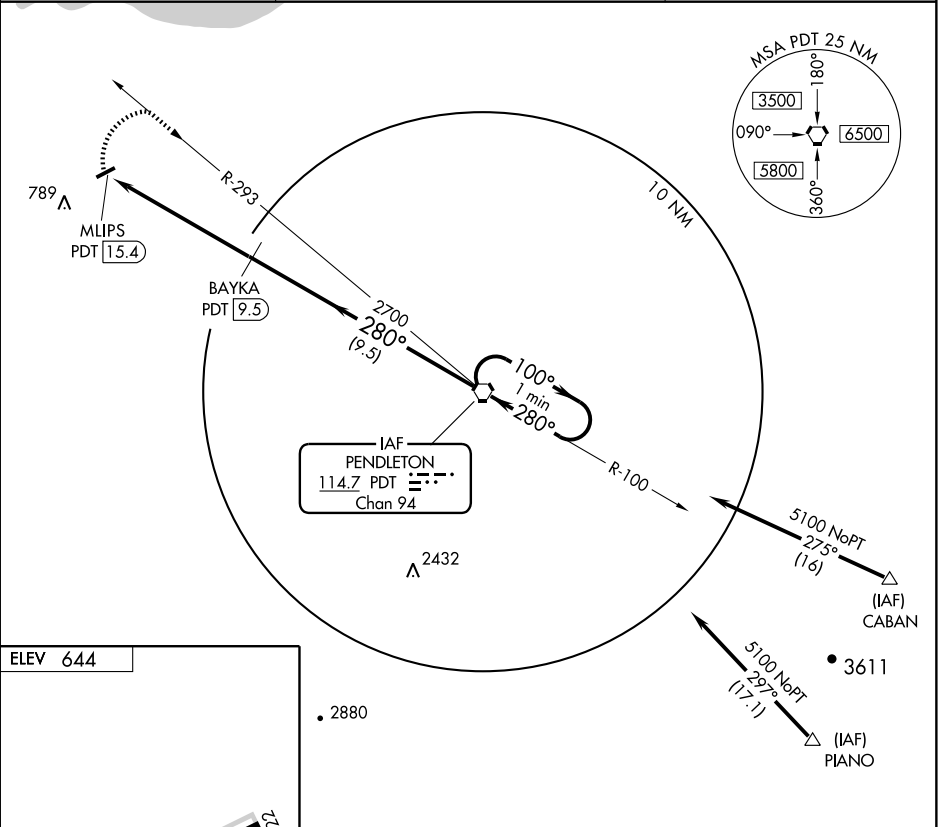
	PDT 	PDT VORTAC 4 NM Holding Pattern			
		BAYKA 2700	280°	100°	4000
5.9 NM		9.5 NM			
CATEGORY	A	B	C	D	
CIRCLING	1180-1 536 (600-1)		1180-1½ 536 (600-1½)	1200-2 556 (600-2)	

VOR/DME-A
HERMISTON MUNI (HRI)

VORTAC PDT 114.7 Chan 94	APP CRS 280°	Rwy Idg TDZE Apt Elev	N/A N/A 644
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MISSED APPROACH: Climbing right turn to 4000 via PDT R-293 to PDT VORTAC and hold.

ASOS 135.225	CHINOOK APP CON ★ 133.15 379.15	UNICOM 122.8 (CTAF) 0
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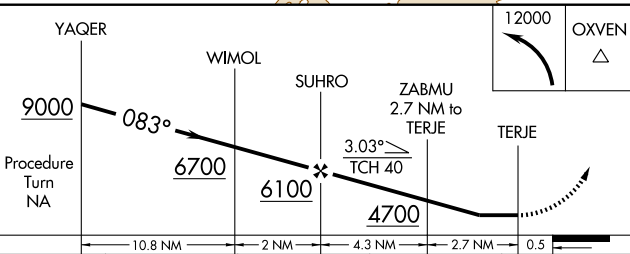
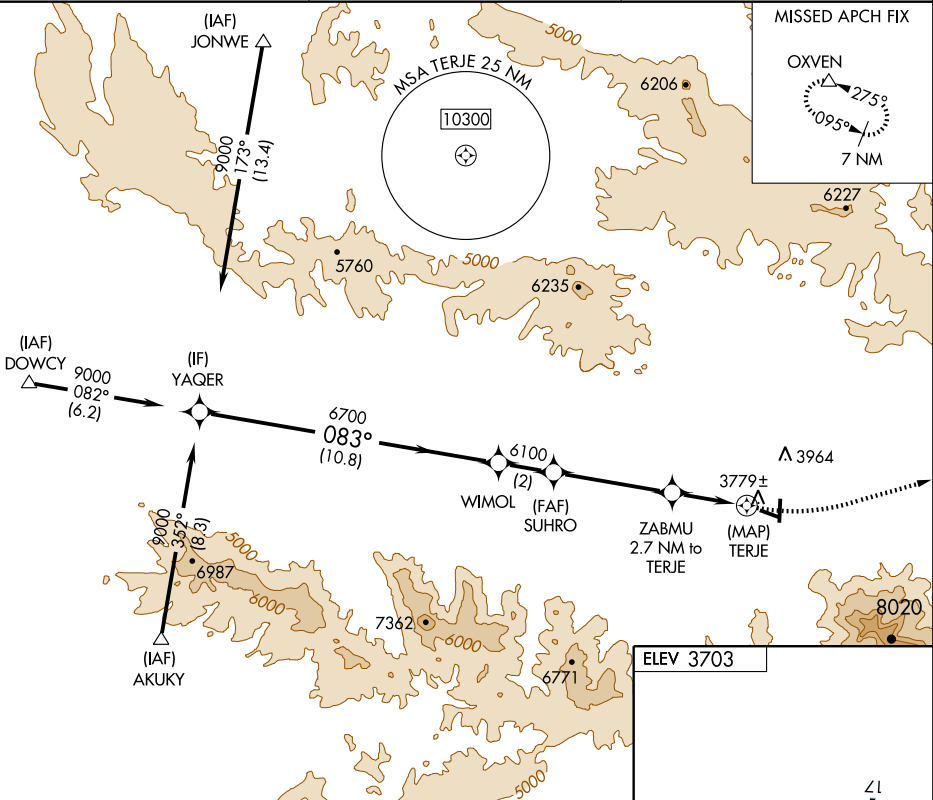


4000 PDT R-293	PDT 114.7	BAYKA PDT 9.5	MLIPS PDT 15.4	2700	280°	100°	4000	VORTAC	One Minute Holding Pattern
5.9 NM		9.5 NM							
CATEGORY	A	B	C	D					
CIRCLING	1180-1	536 (600-1)	1180-1½ 536 (600-1½)	1200-2 556 (600-2)					

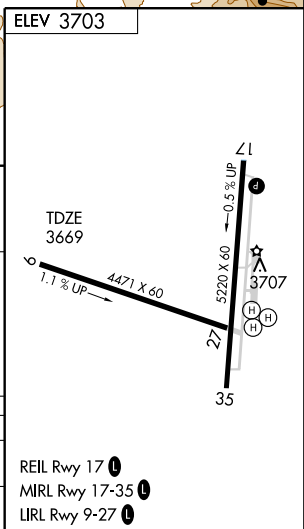
▼ When local altimeter setting not received, procedure NA.
▲ Circling NA south of Rwy 9-27. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 12000 direct OXVEN and hold, continue climb-in-hold to 12000.

AWOS-3 118.375	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LNNAV MDA	4280-1 611 (600-1)	4280-1 611 (600-1 3/4)	4280-1 611 (600-1 3/4)	NA
CIRCLING	4280-1 577 (600-1)	4520-1 817 (900-1 1/4)	4520-2 817 (900-2 1/2)	NA

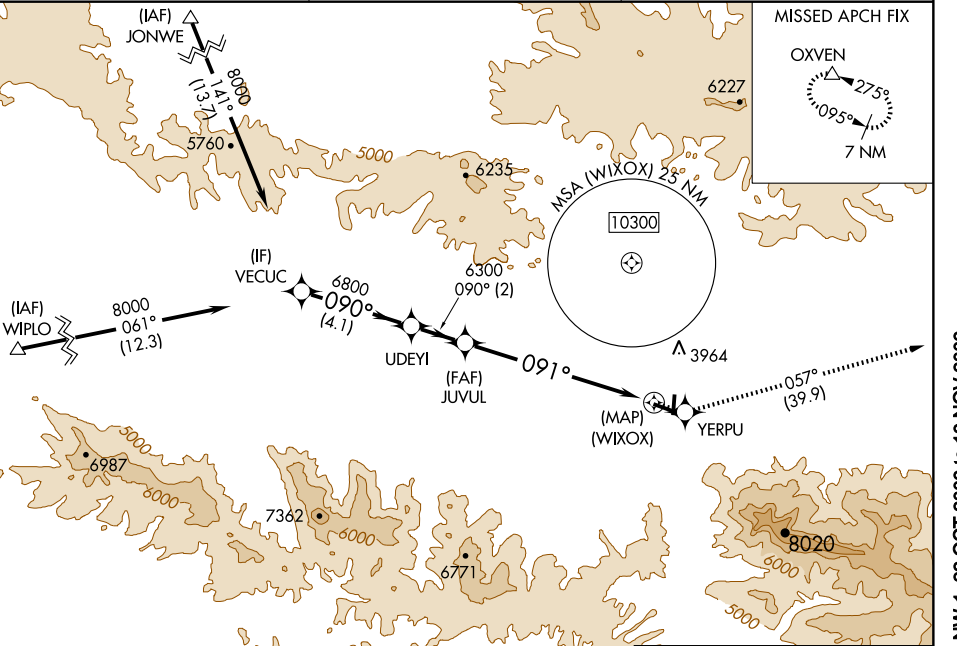


NW-1. 22 OCT 2009 to 19 NOV 2009

When local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 12000 direct YERPU then via 057° track to OXVEN and hold, continue climb-in-hold to 12000.

AWOS-3 118.375	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA

GS 3.40° TCH 54

VECUC

UDEYI

JUVUL

8000

6800

6300

090°

091°

4.1 NM

2 NM

7.1 NM

12000

YERPU

057° trk

OXVEN

091°

1.1 % UP

4471 X 60

TDZE 3669

091°

0.5 % UP

5220 X 60

3707

35

CATEGORY

LPV DA

A

B

C

D

269-2

600 (600-2)

NA

REIL Rwy 17

MIRL Rwy 17-35

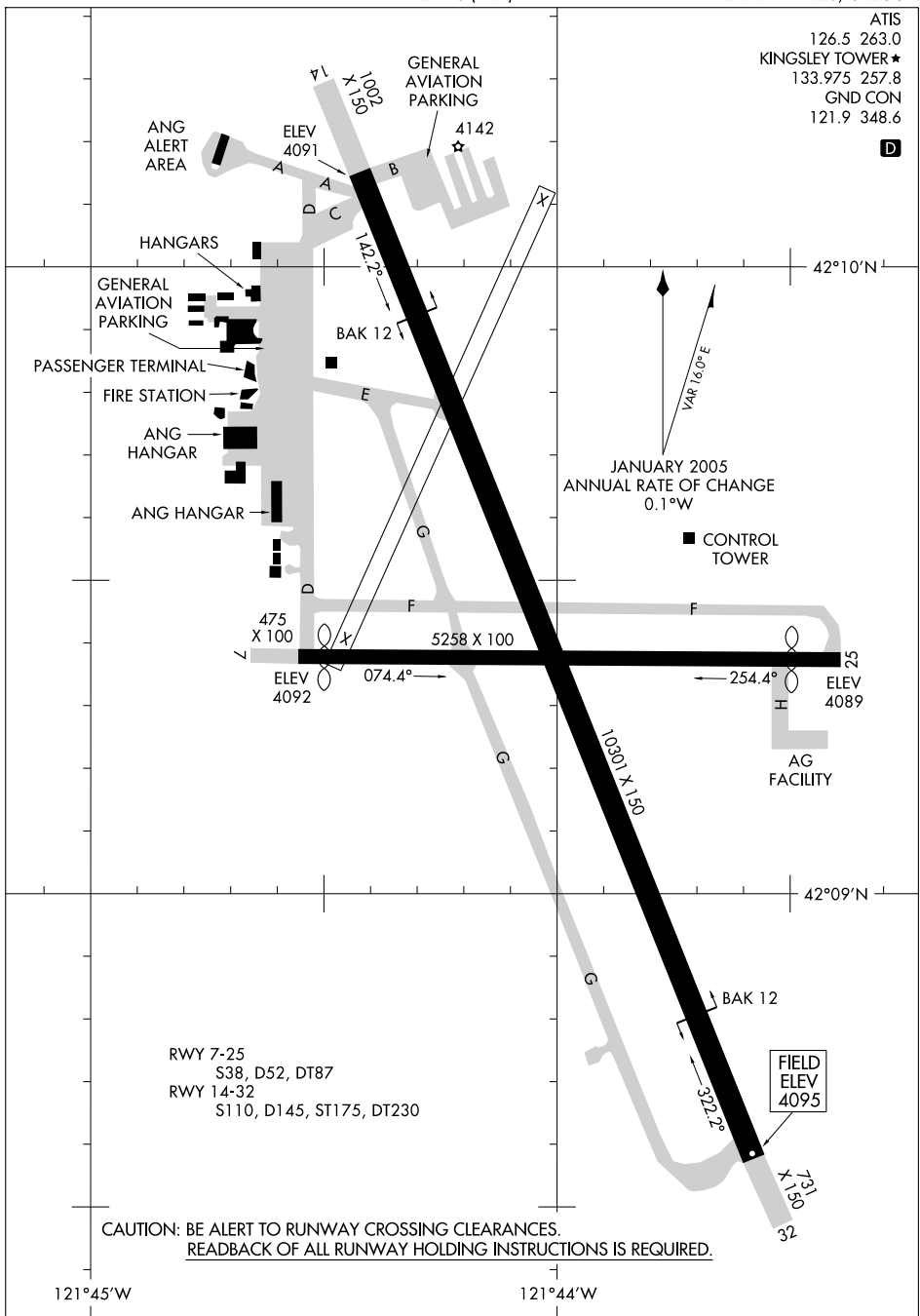
URL Rwy 9-27

NW-1. 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-473 (FAA)

KLAMATH FALLS, OREGON



ATIS
126.5 263.0
KINGSLEY TOWER ★
133.975 257.8
GND CON
121.9 348.6

D

VAR 16.0°E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

■ CONTROL
TOWER

NW-1, 22 OCT 2009 to 19 NOV 2009

LOC I-LMT 109.5	APCH CRS 321°	Rwy Idg 10,301 TDZE 4092 Arpt Elev 4095
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JAL-473 [USAF]

KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

▼ * Category E circling NE of Rwy 14-32 not authorized.

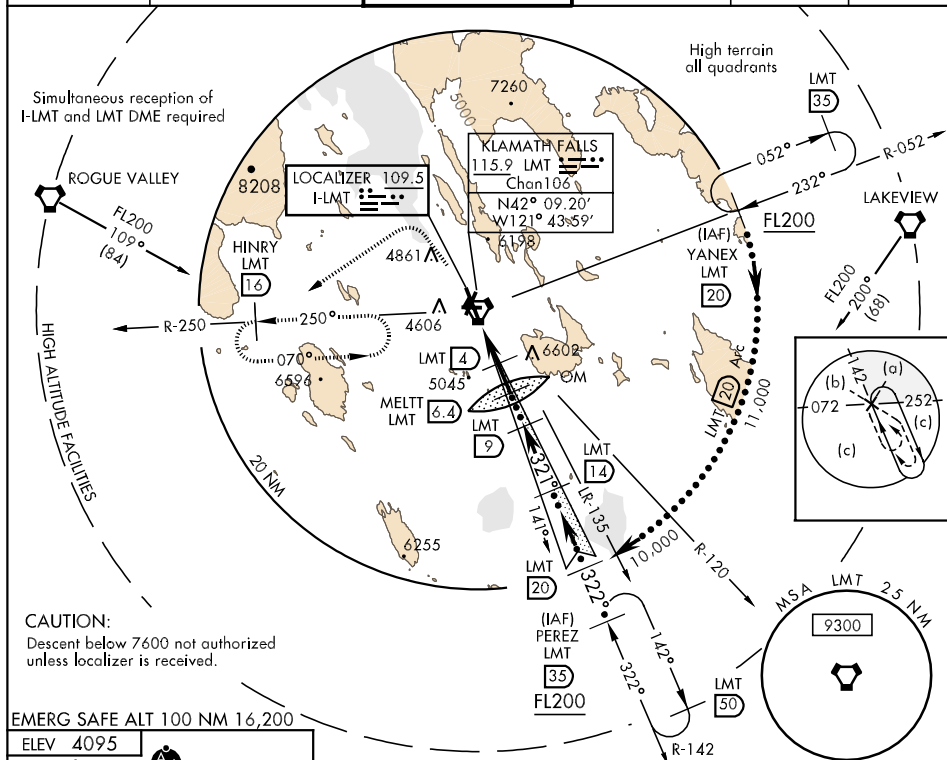
** When ALS inop, increase CAT CDE RVR to 50, vis to 1 mile.

MALSR



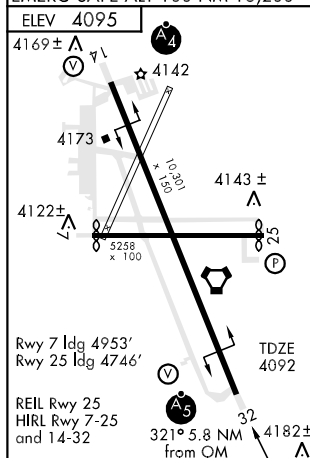
MISSED APPROACH: Climb to 5300 heading 307° then climbing left turn to 11,000 via heading 220° to intercept LMT R-250 to HINRY/16 DME and hold.

ATIS ★ 126.5 263.0	KINGSLEY APP CON 123.675 270.8	KINGSLEY TOWER ★ 133.975 CTAF 0 257.8	GND CON 121.9 348.6	ASOS	ASR/PAR
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NW-1, 22 OCT 2009 to 19 NOV 2009

EMERG SAFE ALT 100 NM 16,200



	5300	11,000	HINRY LMT R-250 16	Intcp Lczt R-142 20
	Hdg 307°	Hdg 220°		
	VORTAC 0.6	MELTT OM 6.4	6038	321° 322° 10,000
	5200 LOC	6100 LOC	6600 LOC	7600 7100
	3.4 NM	2.4 NM		GS 3.00° TCH 55
CATEGORY	C	D	E	
S-ILS 32	4292/24	200	(200-½)	
S-LOC 32	4500/40	408 (500-¾)	4500/50 408 (500-1)	
CIRCLING *	4980-2¾ 888 (900-2¾)	5000-3 908 (1000-3)	5500-3 1408 (1500-3)	
S-PAR 32 **	4345/24	250	(300-½)	GS 3.0°

KLAMATH FALLS, OREGON

42° 09'N-121° 44'W

KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

Amclt 4 09127

VORTAC LMT 115.9 Chan 106	APCH CRS 134°	Rwy Idg 10,301 TDZE 4088 Arpt Elev 4095
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JAL-473 [USAF]

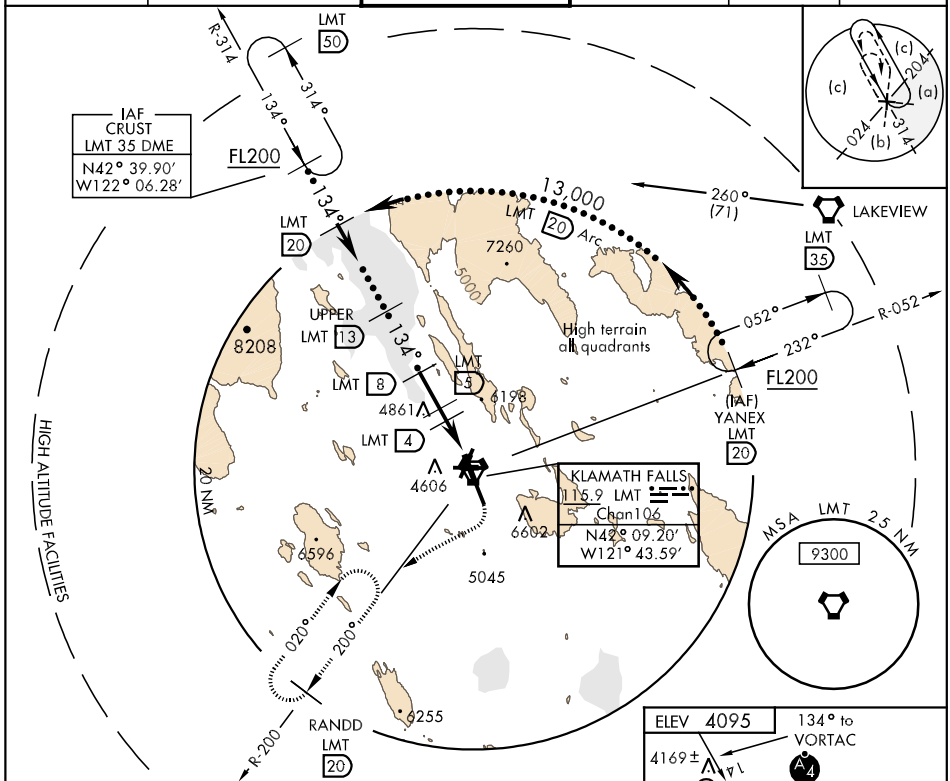
KLAMATH FALLS (KINGSLEY FIELD) (KLMT)

T * Category E circling NE of Rwy 14-32 not authorized.

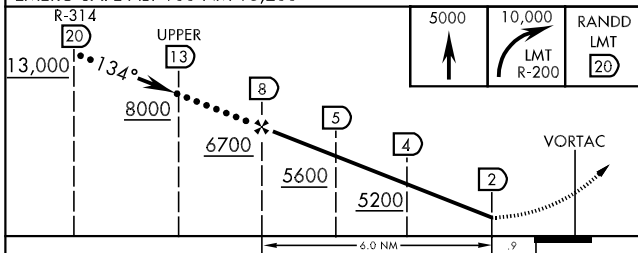


MISSED APPROACH: Climb straight ahead to 5000 then climbing right turn to 10,000 via LMT R-200 to RANDD and hold.

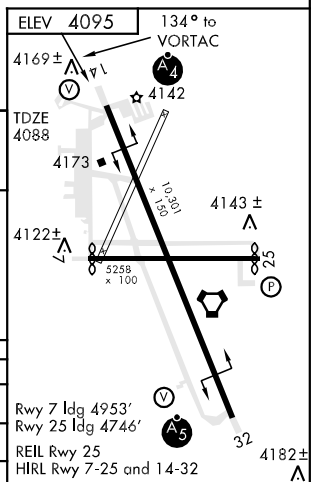
ATIS ★ 126.5 263.0	KINGSLEY APP CON 123.675 270.8	KINGSLEY TOWER ★ 133.975 CTAF 0 257.8	GND CON 121.9 348.6	ASOS	ASR/PAR
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EMERG SAFE ALT 100 NM 16,200



CATEGORY	C	D	E
S-14	4680-1½ 592 (600-1½)	4680-1¾ 592	(600-1¾)
CIRCLING *	4980-2¾ 888 (900-2¾)	5000-3 908 (1000-3)	5500-3 1408 (1500-3)
S-PAR 14 **	4391-¾	300 (300-¾)	GS 3.0 °



KLAMATH FALLS, OREGON

42°09'N-121°44'W

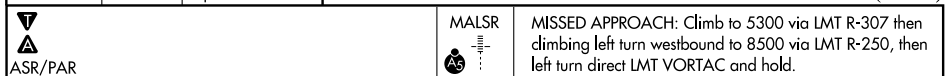
Klamath Falls (Kingsley Field) (KLMT)

09127

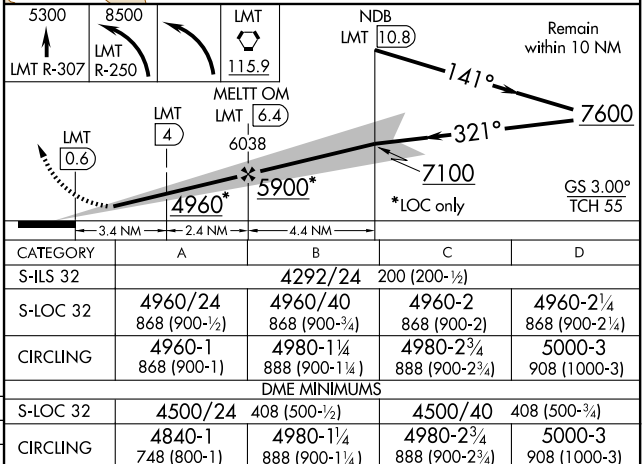
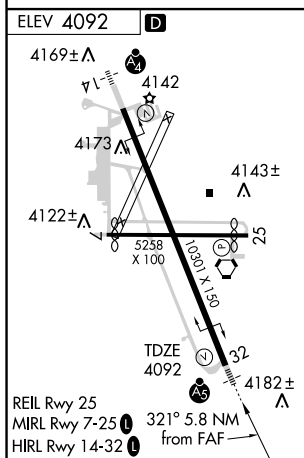
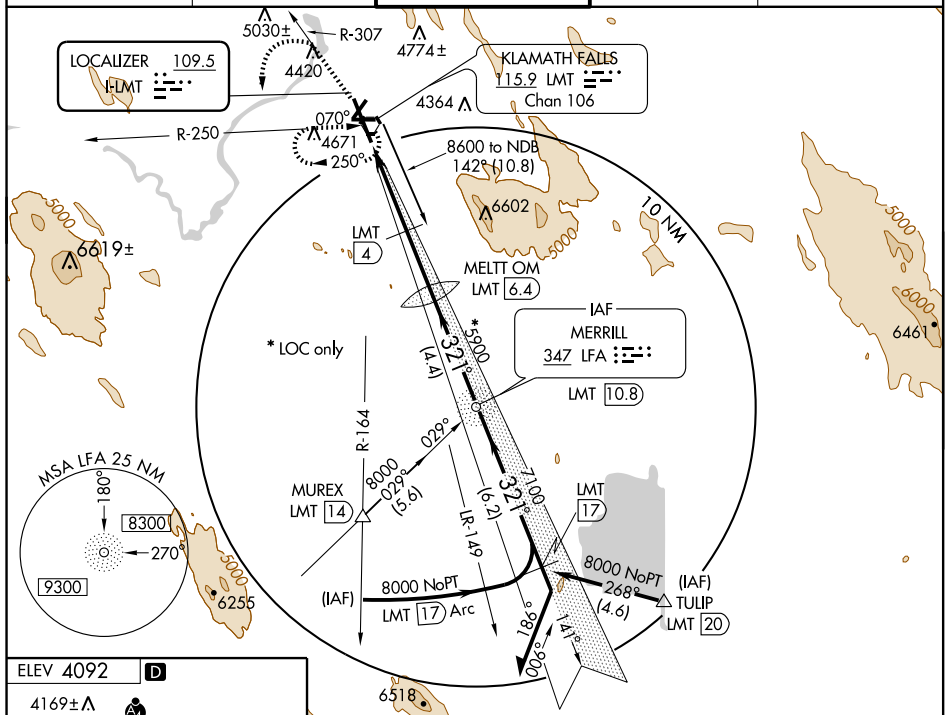
ULTA CANNIBAL 1.1

LOC I-LMT <u>109.5</u>	APP CRS 321°	Rwy Idg 10301 TDZE 4092 Apt Elev 4092
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ILS or LOC RWY 32



ATIS 126.5 263.0	KINGSLEY APP CON ★ 123.675 270.8	KINGSLEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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KINGSLEY THREE DEPARTURE

SL-473 (FAA)

KLAMATH FALLS (LMT)
KLAMATH FALLS, OREGON

ATIS

126.5 263.0

GND CON

121.9 348.6


KINGSLEY TOWER ★

133.975 257.8

KINGSLEY DEP CON ★

123.675 270.8

EUGENE


112.9 EUG 

Chan 76

N44°07.25'-W123°13.37'

L-1, H-1

DESCHUTES


117.6 DSD 

Chan 123

N44°15.17'-W121°18.21'

L-13, H-1

ROSEBURG

108.2 RBG 

Chan 19

N43°10.95'-W123°21.14'

L-1, H-1

ROGUE VALLEY


113.6 OED 

Chan 83

N42°28.78'-W122°54.78'

L-2, H-3

FORT JONES

109.6 FJS 


Chan 33

N41°26.98'-W122°48.39'

L-2

10000 or
assigned altitude

LAKEVIEW


112.0 LKV 

Chan 57

N42°29.57'-W120°30.43'

L-11, H-3

KLAMATH FALLS

115.9 LMT 


Chan 106

N42°09.19'-W121°43.65'

L-2, H-3

10000 or
assigned altitude

RED BLUFF


115.7 RBL 

Chan 104

N40°05.93'-W122°14.18'

L-2, H-3

MUSTANG

117.9 FMG 

Chan 126

N39°31.88'-W119°39.37'

L-9, H-3

NOTE: Chart not to scale.

NOTE: This SID requires a minimum climb of 325' per NM to 8500' or 4500' ceiling and 3 mile visibility to clear obstruction. (813 FPM at 150K, 1083 FPM 200K, 1354 FPM at 250K).



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 14 and 32: Climb via runway heading until leaving 4700'. Then via radar vector headings to assigned route.

LOST COMMUNICATIONS

If not in contact with Seattle Center after reaching 10000' or assigned altitude, if lower; continue climb to assigned altitude and:

Take-off runway 14: Climbing right turn direct LMT VORTAC, thence via (assigned route).

Take-off runway 32: Climbing left turn direct LMT VORTAC, thence via (assigned route).

RNAV (GPS) RWY 14

KLAMATH FALLS (LMT')

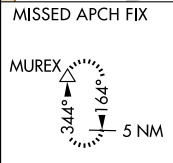
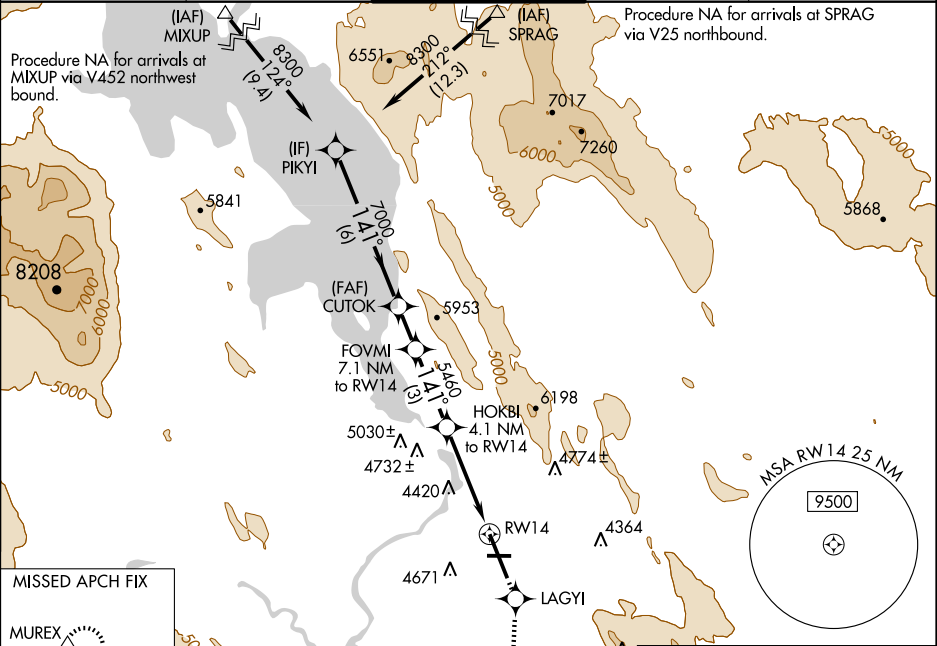
WAAS CH 58001 W14A	APP CRS 141°	Rwy Idg 10301 TDZE 4091 Apt Elev 4095
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⚠ DME/DME RNP-0.3 NA.
Inoperative table does not apply to LPV all Cats, and
LNAV Cats B, C and D.
⚠ ASR/PAR Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 9200 direct LAGYI
and via 166° track to MUREX and hold, continue
climb-in-hold to 9200.

ATIS 126.5 263.0	KINGSLEY APP CON ★ 123.675 270.8	KINGSLEY TOWER ★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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Procedure VGS1 and RNAV glidepath not coincident.

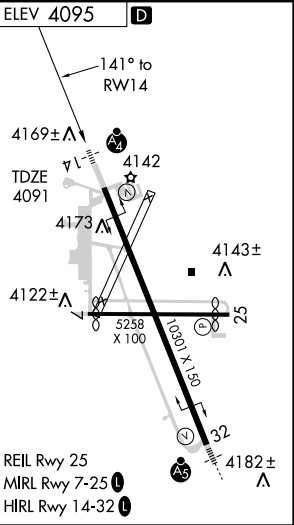
Turn NA PIKYI CUTOK FOVMI 7.1 NM to RW14 HOKBI 4.1 NM to RW14 *LNAV only

8300 141° 7000 *6420 *5460

GS 3.00° TCH 50

6 NM 1.7 NM 3 NM 1.6 2.5 NM

CATEGORY	A	B	C	D
LPV DA	4635-2 544 (600-2)			
LNAV/VNAV DA	NA			
LNAV MDA	4920-3/4 829 (900-3/4)	4920-1 1/4 829 (900-1 1/4)	4920-2 1/2 829 (900-2 1/2)	4920-2 3/4 829 (900-2 3/4)
CIRCLING	4920-2 825 (900-2)	4980-2 885 (900-2)	4980-2 3/4 885 (900-2 3/4)	5060-3 965 (1000-3)



VORTAC LMT 115.9 Chn 106	APP CRS 134°	Rwy Idg 10301 TDZE 4091 Apt Elev 4095
--	------------------------	--

VOR/DME or TACAN RWY 14

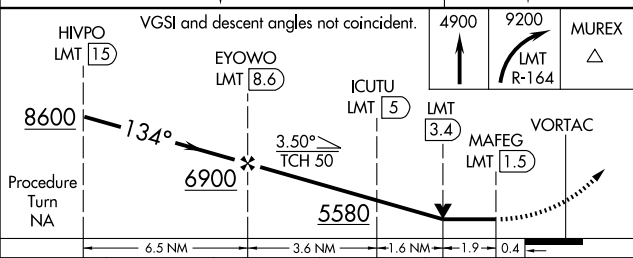
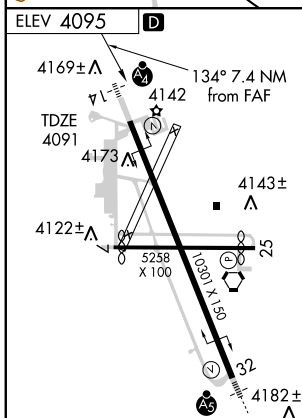
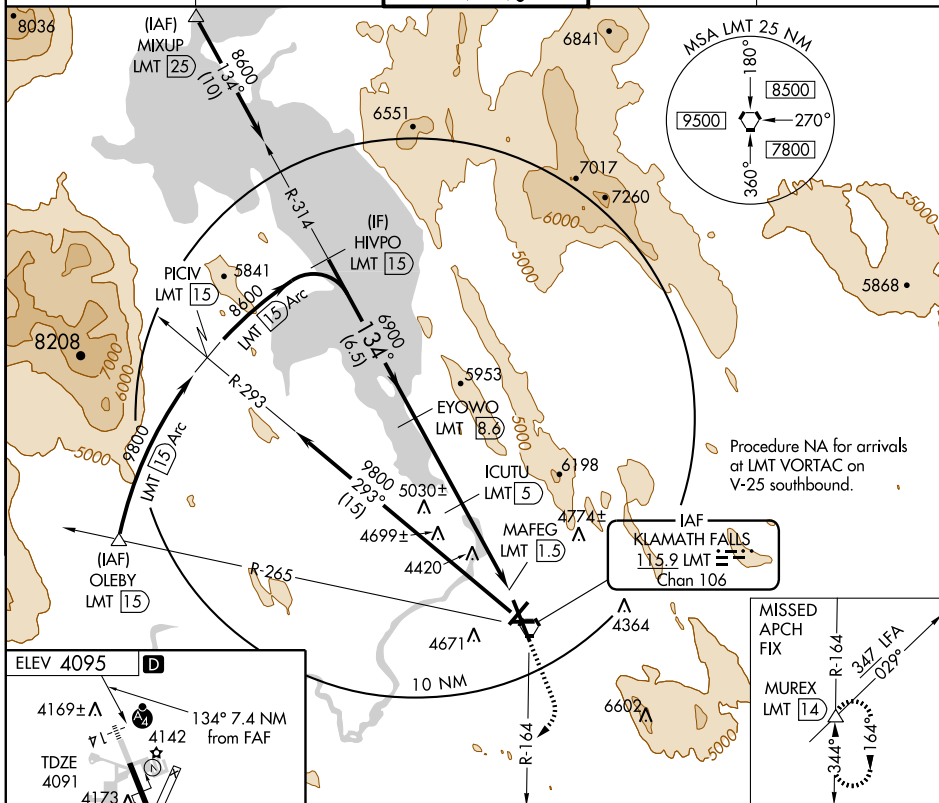
KLAMATH FALLS (LMT)

T	Cat E circling NA northeast of Rwy 14-32.
A	For inoperative MALSF increase S-14 Cat E visibility to 2 ³ / ₄ , inoperative table does not apply to Cats B, C, and D.
ASR/PAR	Visibility reduction by helicopters NA.

MALSF

MISSED APPROACH: Climb to 4900 then climbing right turn to 9200 via LMT R-164 to MUREX/14 DME and hold, continue climb-in-hold to 9200.

ATIS 126.5 263.0	KINGSLEY APP CON★ 123.675 270.8	KINGSLEY TOWER★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E
S-14	4860-3 $\frac{1}{4}$ 769 (800-3 $\frac{1}{4}$)	4860-1 $\frac{1}{4}$ 769 (800-1 $\frac{1}{4}$)	4860-2 $\frac{1}{4}$ 769 (800-2 $\frac{1}{4}$)	4860-2 $\frac{1}{2}$	769 (800-2 $\frac{1}{2}$)
CIRCLING	4860-1 765 (800-1)	4980-1 $\frac{1}{4}$ 885 (900-1 $\frac{1}{4}$)	4980-2 $\frac{3}{4}$ 885 (900-2 $\frac{3}{4}$)	5060-3 965 (1000-3)	5600-3 1505 (1600-3)

REIL Rwy 25
MIRL Rwy 7-25 **L**
HIRL Rwy 14-32 **L**

VORTAC LMT	APP CRS	Rwy Idg	10301
115.9	328°	TDZE	4092
Chan 106		Apt Elev	4092

⚠

Cat. E procedure turn NA.

⚠

* Cat. E circling NA northeast of Rwy 14-32.

ASR/PAR S-32 Cat. D visibility increased to RVR 6000 for inoperative ALSF-1.

MALSRL

⚠

45

⬆

1000

MISSED APPROACH: Climb to 5000 then climbing left turn to 8500 via LMT R-260 then climbing left turn to 10000 direct LMT VORTAC. (TACAN aircraft continue climb on R-260 to 10000 to GIANT/16 DME and hold East, left turns, 260 inbound.)

ATIS	KINGSLEY APP CON *	KINGSLEY TOWER *	GND CON	UNICOM
126.5 263.0	123.675 270.8	133.975 (CTAF) 0 257.8	121.9 348.6	122.95

ELEV 4092		D		Remain within 10 NM	
4169±	4142	4173	4143±	4122±	5258 X 100
5000	8500	10000	LMT 115.9	LMT 6	
LMT R-260	LMT 4	LMT 1	LMT 10	LMT 17	
VORTAC		LMT 4		LMT 6	
0.4		3 NM		2 NM	
CATEGORY		A		B	
S-32		4500/24		4500/40	
CIRCLING*		4840-1		4980-2 3/4	
		748 (800-1)		888 (900-2 3/4)	
		4980-1 1/4		5000-3	
		888 (900-1 1/4)		908 (1000-3)	
		4980-2 3/4		5500-3	
		888 (900-2 3/4)		1408 (1500-3)	

NW-1, 22 OCT 2009 to 19 NOV 2009

KLAMATH FALLS (LMT)

MISSED APPROACH: Climbing left turn to 7500 via LMT R-250 then climbing left turn to 8000 direct LMT VORTAC and hold.

The figure consists of two parts. On the left is a map of the North Atlantic Ocean showing the coastline of North America. A point labeled '6255' is marked on the coast. To the right of the map is a detailed view of the MSA LMT 25 NM chart. The chart is a circular plot with a central point labeled '6255'. Four lines radiate from the center to the outer edge of the chart, labeled with angles: 180°, 270°, 360°, and 0°. Four rectangular boxes are placed along these lines, containing the following values: 8300 (at 180°), 9300 (at 270°), 7700 (at 360°), and 8300 (at 0°). The chart is titled 'MSA LMT 25 NM' at the top.

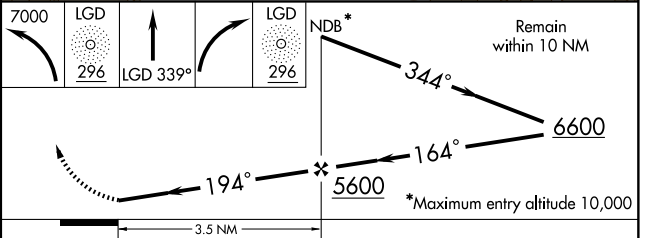
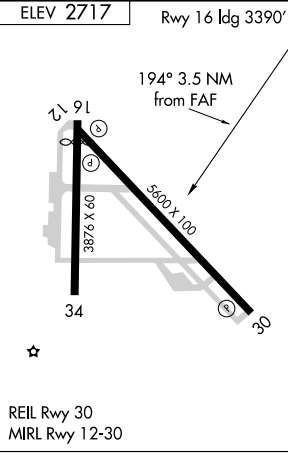
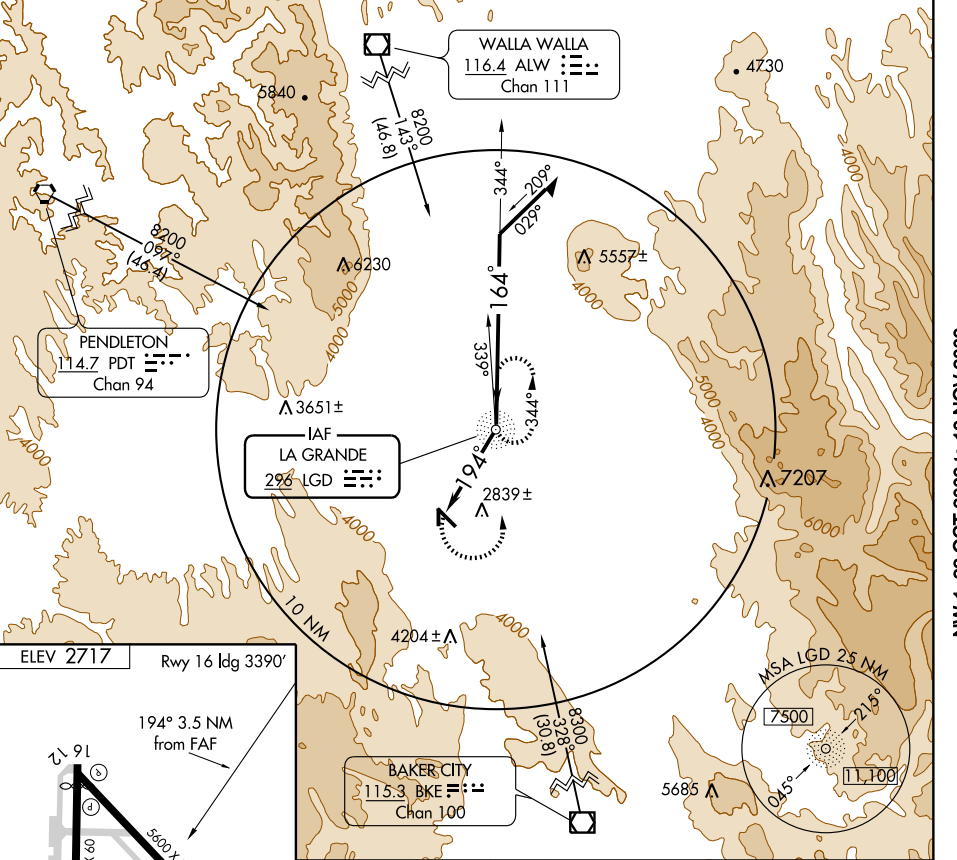
CATEGORY	A	B	C	D
CIRCLING	6100-1¼ 2008 (2100-1¼)	6100-1½ 2008 (2100-1½)	6100-3	2008 (2100-3)

NDB LGD	APP CRS	Rwy Idg TDZE	N/A
296	194°	Apt Elev	2717

NA

MISSED APPROACH: Climbing left turn to 7000 direct LGD NDB and 339° bearing from LGD NDB, then right turn direct LGD NDB and hold.

AWOS-3 135,075	SEATTLE CENTER 132.6 269.35	UNICOM 122.8 (CTAF)
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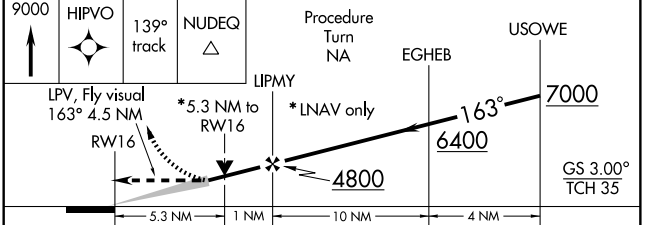
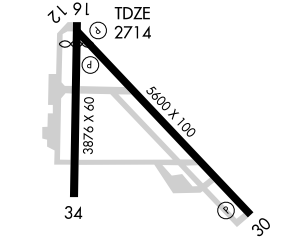
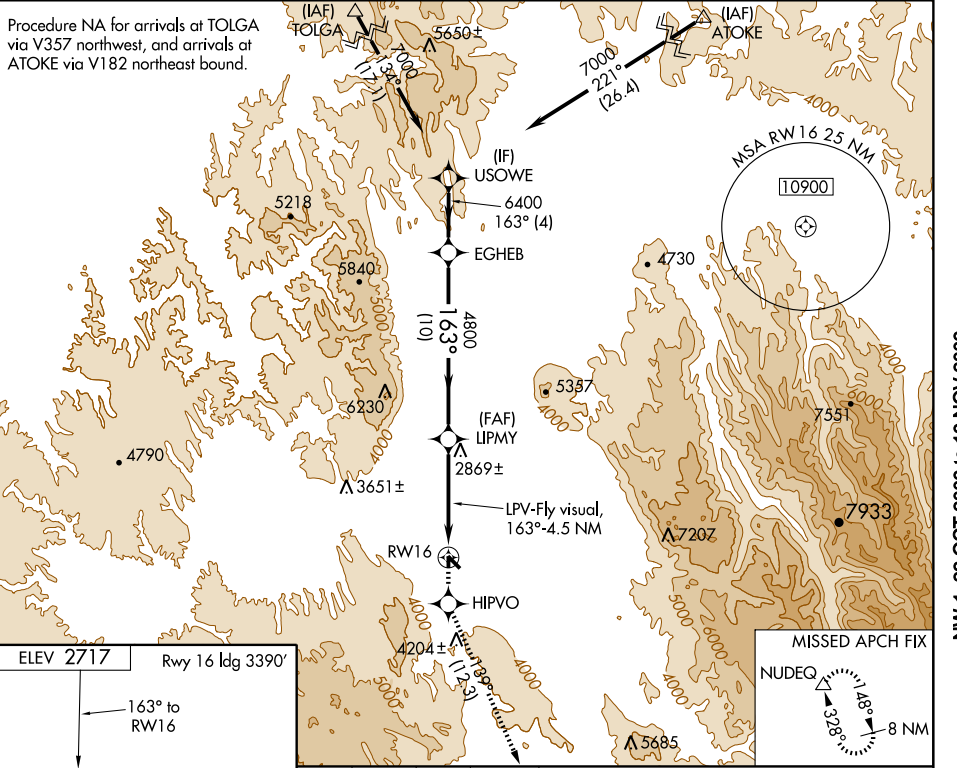


FAF to MAP 3.5 NM						CATEGORY				CIRCLING			
Knots	60	90	120	150	180	A	4360-1¼	1643 (1700-1¼)	B	4360-1½	1643 (1700-1½)	C	4360-3
Min:Sec	3:30	2:20	1:45	1:24	1:10	D	1643 (1700-3)	NA					

DME/DME RNP-0.3 NA.
If local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 9000 direct HIPVO and via 139° track to NUDEQ and hold, continue climb-in-hold to 9000.

AWOS-3 135.075	SEATTLE CENTER 132.6 269.35	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	4173-2	1459 (1500-2)	4173-3	1459 (1500-3)
LNAV/VNAV DA	NA			
LNAV MDA	4440-1 1/4 1726 (1800-1 1/4)	4440-1 1/2 1726 (1800-1 1/2)	4440-3	1726 (1800-3)
CIRCLING	4440-6 1723 (1800-6)			

REIL Rwy 30
MRL Rwy 12-30

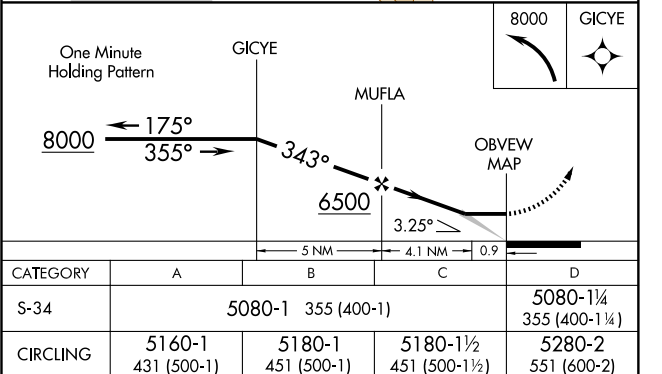
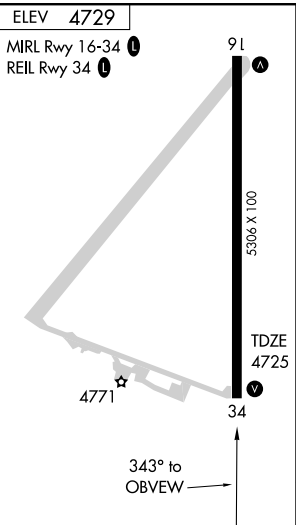
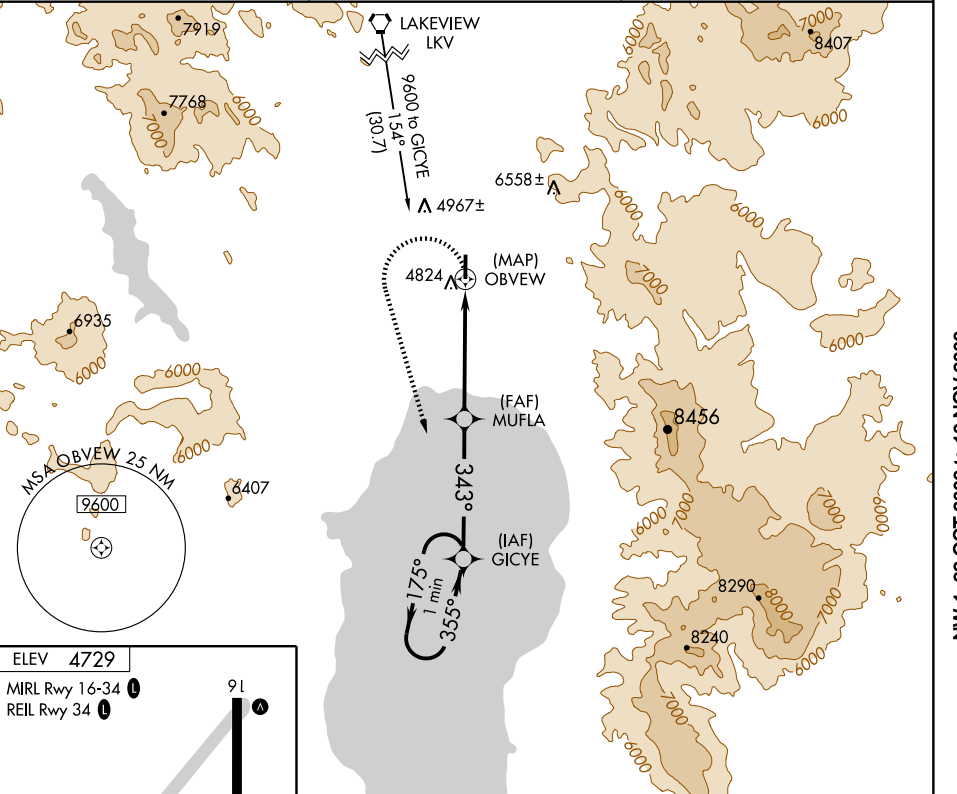
NW-1. 22 OCT 2009 to 19 NOV 2009

▼

▲ NA

MISSED APPROACH: Climbing left turn to 8000, direct GICYE WP and hold.

AWOS-3 135.525	SEATTLE CENTER 127.6 346.35	UNICOM 122.8 (CTAF)
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▼

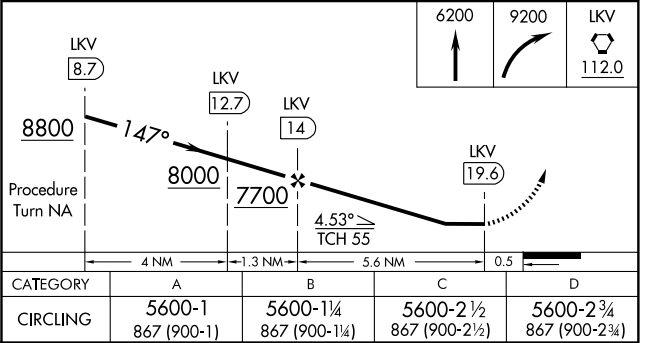
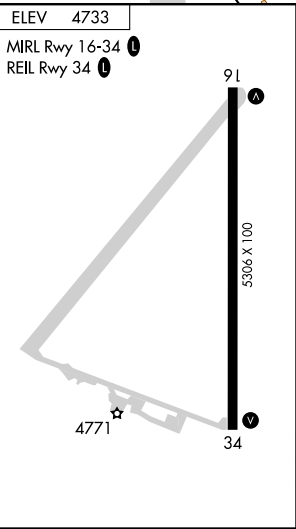
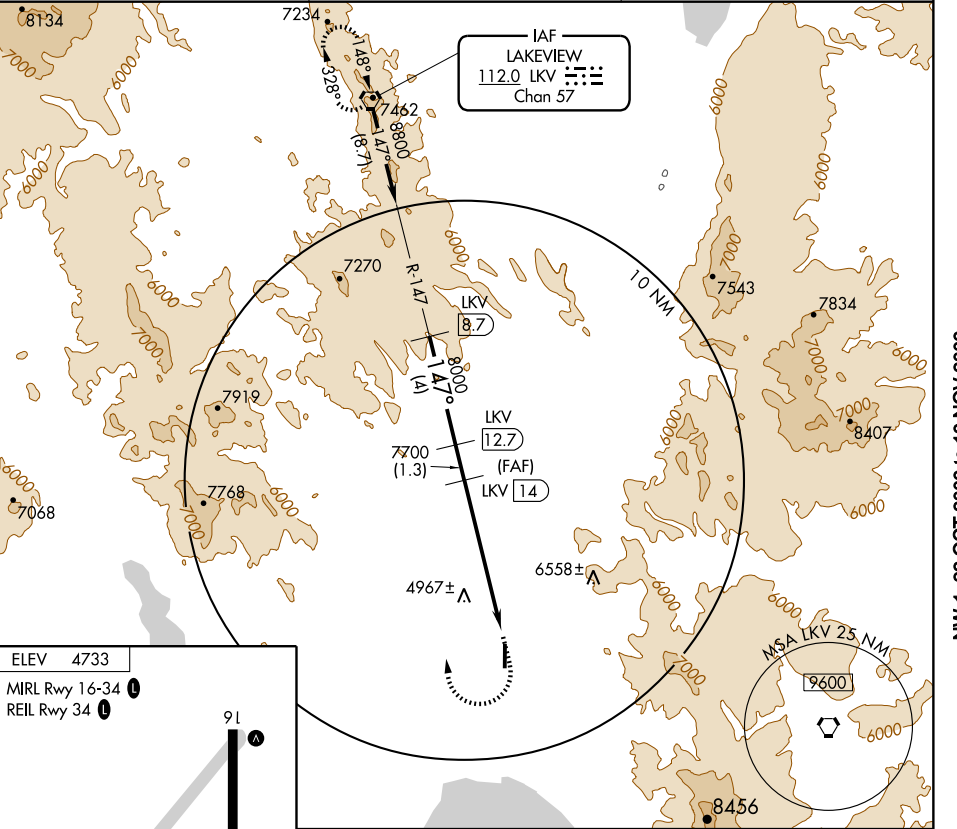
▲

MISSED APPROACH: Climb to 6200 then climbing right turn to 9200 direct LKV VORTAC and hold.

AWOS-3
135.525

SEATTLE CENTER
127.6 346.35

UNICOM
122.8 (CTAF) 0



NW-1. 22 OCT 2009 to 19 NOV 2009

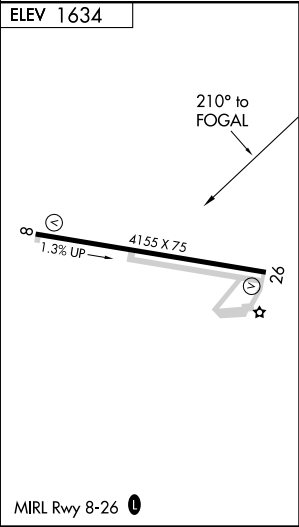
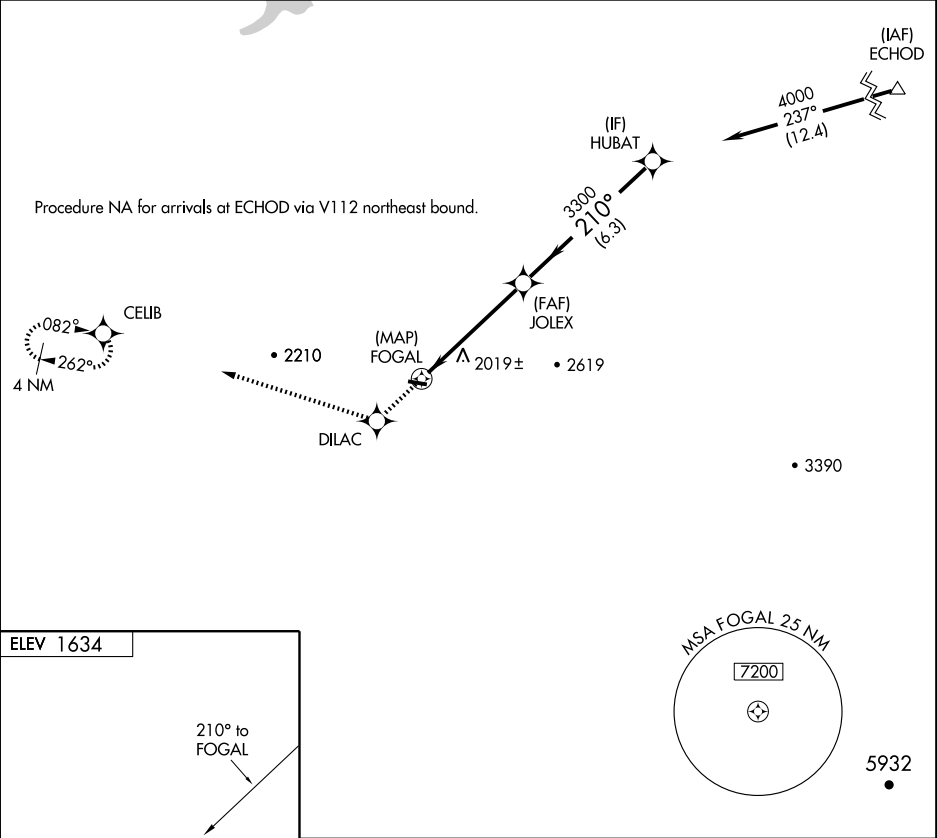
RNAV (GPS)-A
LEXINGTON (9S9)

APP CRS	Rwy Idg	N/A
210°	TDZE	N/A
	Apt Elev	1634

⚠ If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet.
⚠ Procedure NA at night.
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 4400 direct DILAC WP and via 271° track to CELIB WP and hold.

AWOS-3 134.475	SEATTLE CENTER 132.6 269.35	CTAF 122.9 0
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4400	DILAC	271° track	CELIB	HUBAT
			JOLEX	4000
			FOGAL	Procedure Turn NA
	5 NM		6.3 NM	
CATEGORY	A	B	C	D
CIRCLING	2380-1 746 (800-1)	2460-1¼ 826 (900-1¼)	2480-2½ 846 (900-2½)	2520-3 886 (900-3)

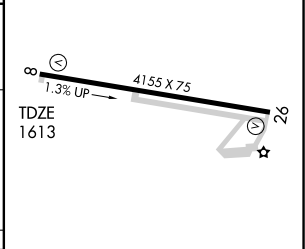
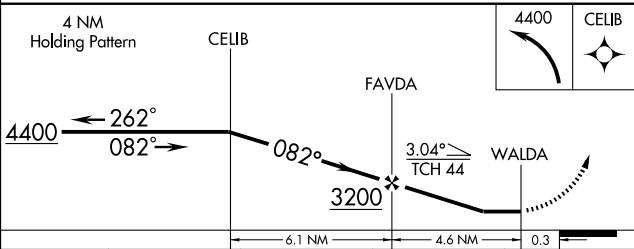
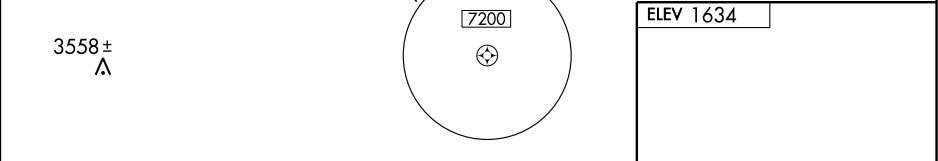
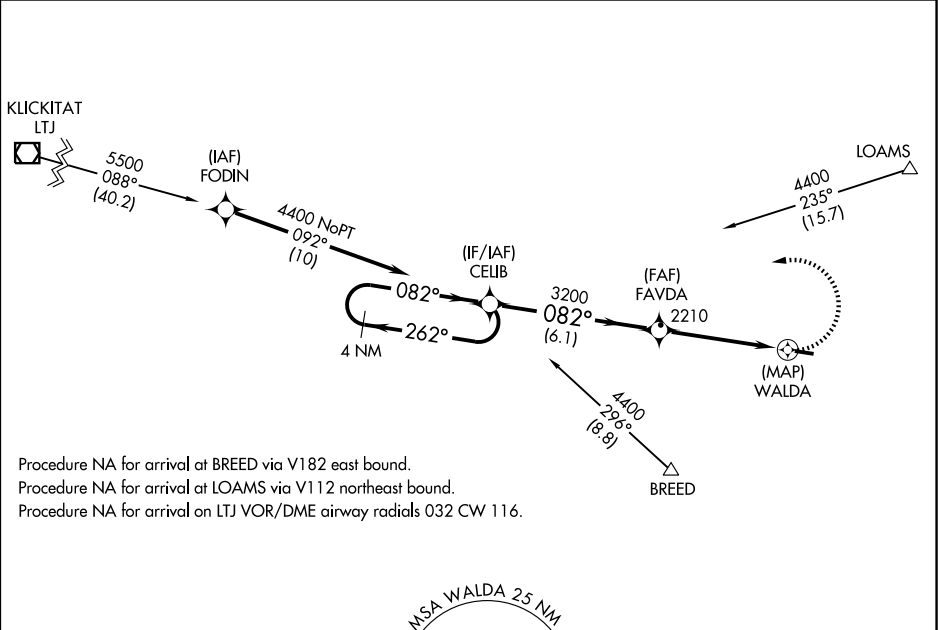
APP CRS	Rwy Idg	4155
082°	TDZE	1613
	Apt Elev	1634

RNAV (GPS) RWY 8
LEXINGTON (9S9)

NA If local altimeter setting not received, use Hermiston altimeter setting and increase all MDAs 220 feet.
Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 4400 direct CELIB WP and hold.

AWOS-3 134.475	SEATTLE CENTER 132.6 269.35	CTAF 122.9
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CATEGORY	A	B	C	D
LNAV MDA	2120-1	507 (500-1)	2120-1½	507 (500-1½)
CIRCLING	2380-1 746 (800-1)	2460-1¼ 826 (900-1¼)	2480-2½ 846 (900-2½)	2520-3 886 (900-3)

MIRL Rwy 8-26

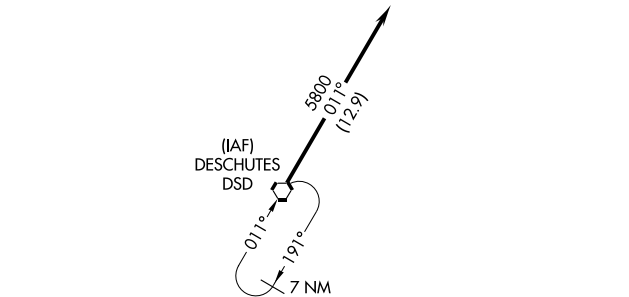
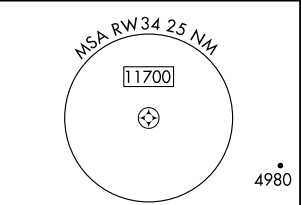
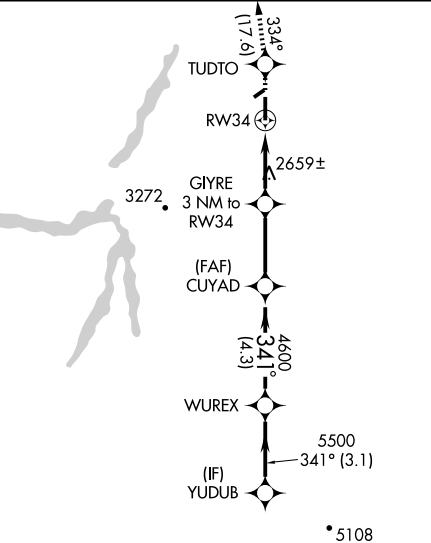
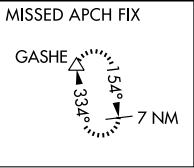
APP CRS	Rwy Idg	N/A
341°	TDZE	N/A
	Apt Elev	2437

RNAV (GPS)-A
MADRAS MUNI (S33)

▼ DME/DME RNP-0.3 NA.
▲ NA Use Redmond altimeter setting; if not received, procedure NA.

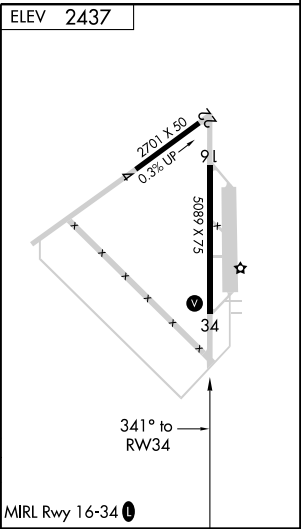
MISSED APPROACH: Climb to 7000 direct TUDTO and via 334° track to GASHE and hold, continue climb-in-hold to 7000.

REDMOND ASOS 119.025	SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
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YUDUB	WUREX	CUYAD	GIYRE 3 NM to RW34	RW34	334° track	GASHE △
5800	5500	4600	3760	4.03° TCH 40		
Procedure Turn NA	3.1 NM	4.3 NM	2.9 NM	3 NM		

CATEGORY	A	B	C	D
CIRCLING	3520-1¼ 1083 (1100-1¼)	3540-1½ 1103 (1200-1½)	3600-3 1163 (1200-3)	NA



LOC I-MMV	APP CRS	Rwy Idg	5420
110.9	218°	TDZE	161
		Apt Elev	163

ILS or LOC RWY 22

MC MINNVILLE MUNI (MMV)

▼

DME Required.

▲

When local altimeter setting not received, use Aurora State altimeter setting and increase all DA and MDA 60 feet. Increase all visibility ¼ mile.

MALS R

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 069° and UBG VOR/DME R-204 to LUSEY/UBG VOR/DME 6 DME and hold, continue climb-in-hold to 3000.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) 0

Procedure NA for arrivals on BTG VORTAC
airway radials 160 CW 175.

900

3000

UBG R-204 117.4

LUSEY △

UNECE INT

OZIER INT UBG 4.4

One Minute Holding Pattern

1900

218°

038°

2900

2500

1900

GS 3.00°

TCH 57

5.2 NM

3.8 NM

2.5 NM

CATEGORY	A	B	C	D
S-ILS 22	361-1/2 200 (200-1/2)			
S-LOC 22	600-1/2 439 (500-1/2)		600-3/4 439 (500-3/4)	600-1 439 (500-1)
CIRCLING	640-1 477 (500-1)		760-1 1/2 597 (600-1 1/2)	880-2 1/4 717 (800-2 1/4)

ELEV 163

218° 5.2 NM from FAF

TDZE 161

5420 X 150

4676 X 150

35

228

231

REIL Rwy 4 0

HIRL Rwy 4-22 0

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NW-1. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5420
038°	TDZE	161
	Apt Elev	163

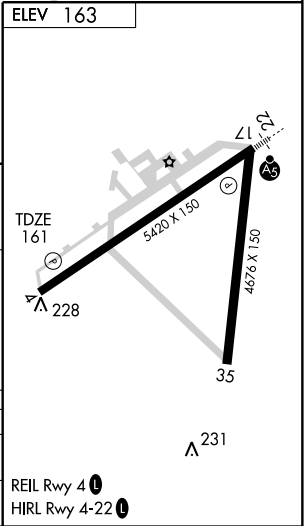
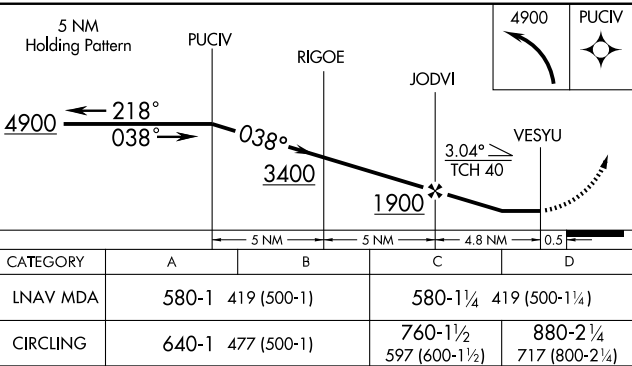
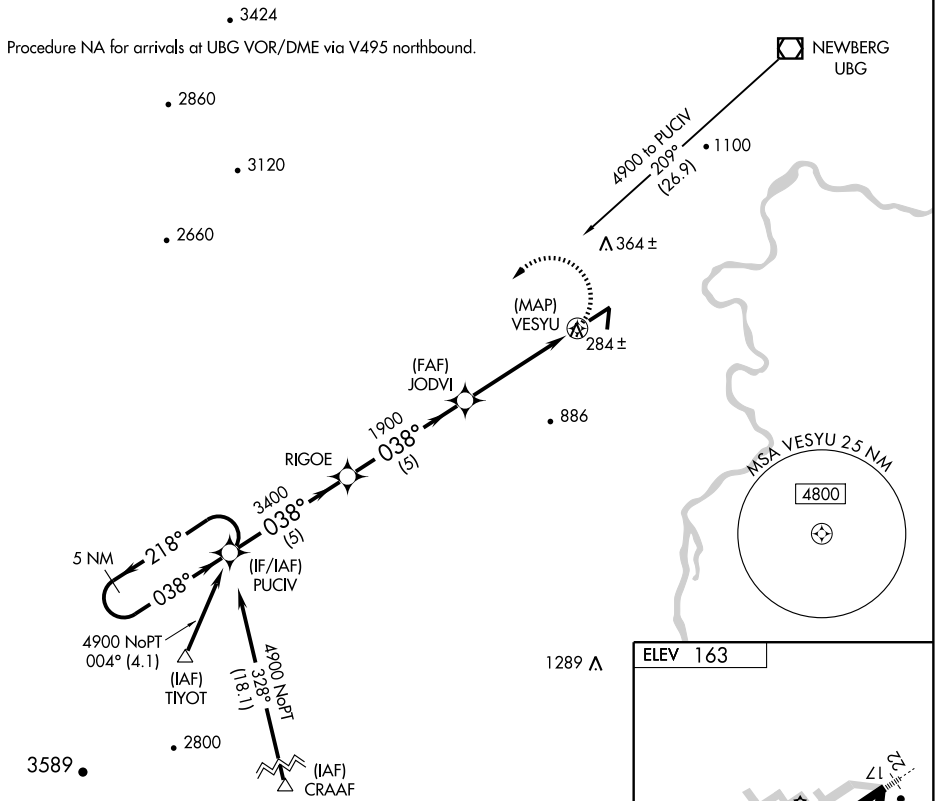
RNAV (GPS) RWY 4

MC MINNVILLE MUNI (MMV)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
⚠ When local altimeter setting not received, use Aurora State altimeter setting and increase all MDA 60 feet and all visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4900 direct PUCIV and hold, continue climb-in-hold to 4900.

ASOS	PORTLAND APP CON	SEATTLE CENTER	McMINNVILLE RADIO	CLNC DEL	UNICOM
135.675	126.0 284.6 (NORTH)	125.8 291.7 (SOUTH)	122.45	118.35	123.0 (CTAF) 1



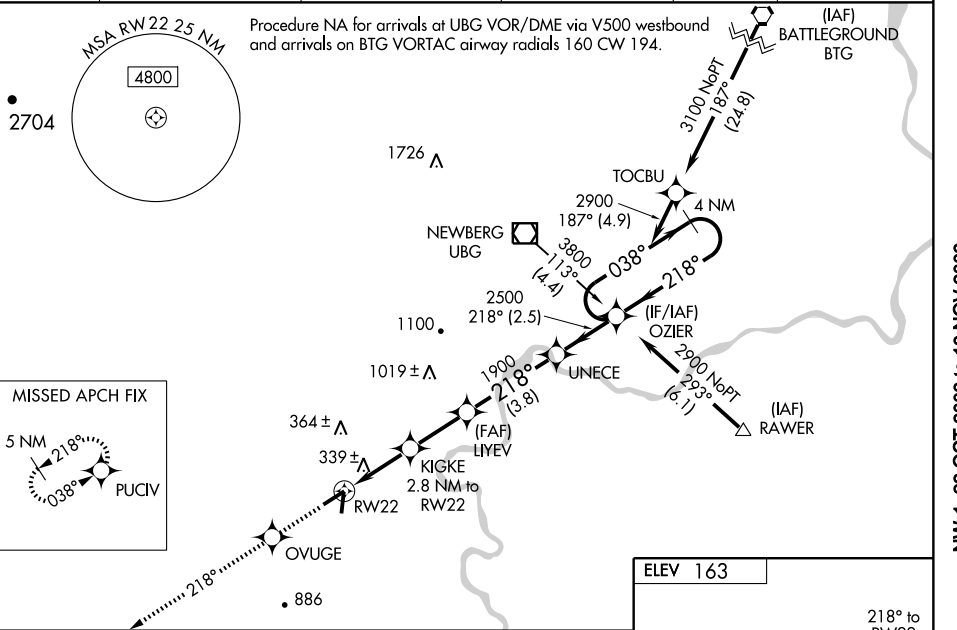
WAAS CH 50309 W22A	APP CRS 218°	Rwy Idg TDZE Apt Elev	5420 161 163
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⚠ For inoperative MALSR, increase LPV all Cats. visibility to 1.
⚠ Baro-VNAV NA when using Aurora State altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
For inoperative MALSR when using Aurora State altimeter setting increase LPV visibility all Cats. to 1 ¼. VDP NA when using Aurora State altimeter setting.
When local altimeter setting not received, use Aurora State altimeter setting and increase all DA and MDA 60 feet, increase all visibility ¼ mile.

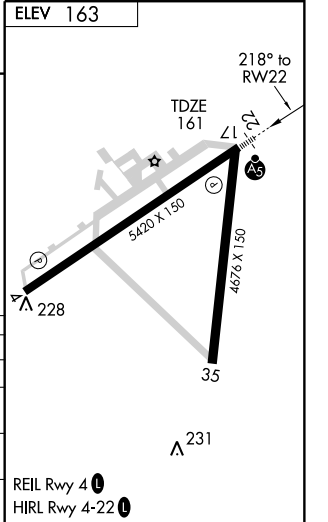
MALSR

MISSED APPROACH: Climb to 4900 direct OVUGE then via 218° track to PUCIV and hold, continue climb-in-hold to 4900.

ASOS 135.675	PORTLAND APP CON 126.0 284.6 (NORTH)	SEATTLE CENTER 125.8 291.7 (SOUTH)	McMINNVILLE RADIO 122.45	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 1
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4900	OVUGE	218° track	PUCIV
* LNAV only			
KIGKE 2.8 NM to RW22			
LYEYV 1900			
* 1.7 NM to RW22			
RW22 1100*			
2500			
UNECE			
OZIER			
4 NM Holding Pattern			
038° → 2900			
← 218°			
GS 3.00° TCH 57			
CATEGORY	A	B	D
LPV DA	474-1 313 (400-1)		
LNAV/VNAV DA	633-1 472 (500-1)		
LNAV MDA	740-1 579 (600-1)	740-1 579 (600-1)	740-1 579 (600-1)
CIRCLING	740-1 577 (600-1)	760-1 597 (600-1)	880-2 717 (800-2)



NW-1. 22 OCT 2009 to 19 NOV 2009

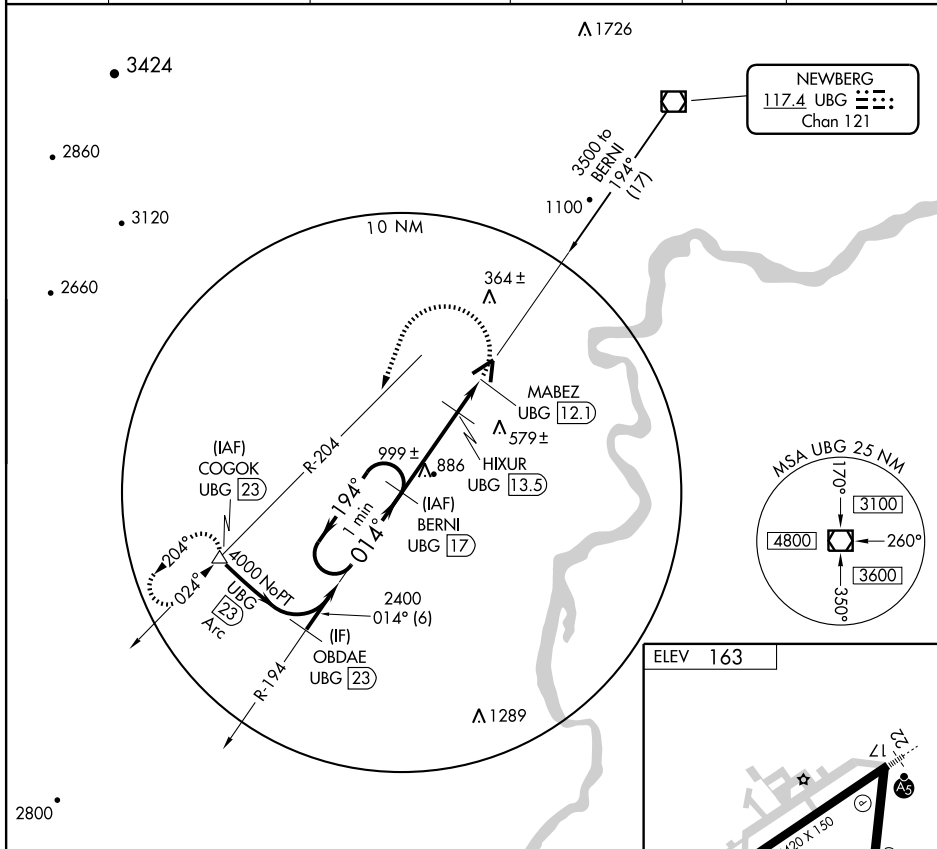
VOR/DME UBG 117.4 Chan 121	APP CRS 014°	Rwy Idg TDZE Apt Elev N/A N/A 163
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VOR/DME-B
MC MINNVILLE MUNI (MMV)

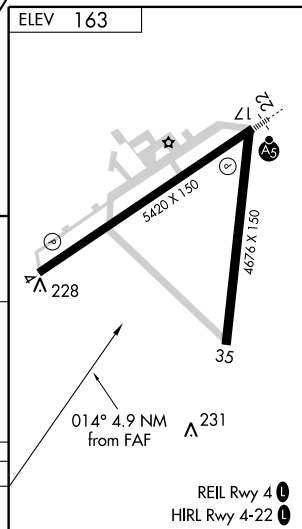
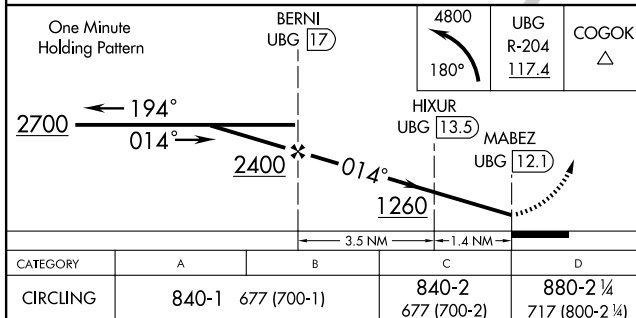
T When local altimeter setting not received use Aurora State
A altimeter setting and increase all MDA 60 feet and all
visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climbing left turn to 4800 via heading 180° and UBG VOR/DME R-204 to COGOK/UBG 23 DME and hold, continue climb-in-hold to 4800.

ASOS 135.675	PORTLAND APP CON 126.0 284.6 (NORTH)	SEATTLE CENTER 125.8 291.7 (SOUTH)	McMINNVILLE RADIO 122.45	CLNC DEL 118.35	UNICOM 123.0 (CTAF) 0
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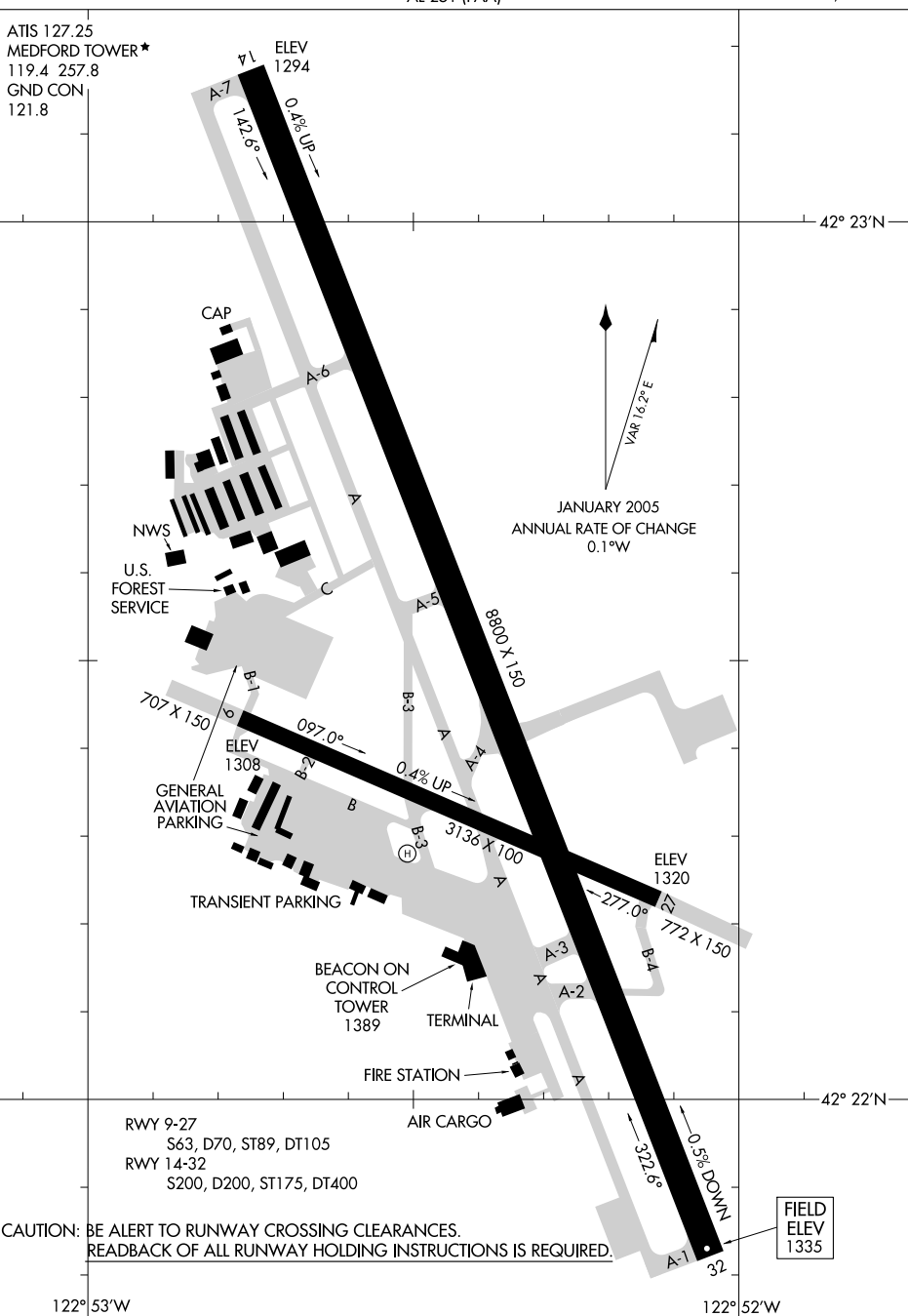
NW-1. 22 OCT 2009 to 19 NOV 2009



AIRPORT DIAGRAM

MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)
AL-251 (FAA) MEDFORD, OREGON

ATIS 127.25
MEDFORD TOWER ★
119.4 257.8
GND CON
121.8



NW-1, 22 OCT 2009 to 19 NOV 2009

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD
ELEV
1335

BRUTE FIVE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB 063° bearing outbound to BRUTE INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing right turn via 060° heading and OED R-098 to BRUTE INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11000 or assigned altitude.

COPPO TRANSITION (BRUTE5.COPPO) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to COPPO DME.

CUTTR TRANSITION (BRUTE5.CUTTR) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

DREWS TRANSITION (BRUTE5.DREWS) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to DREWS DME.

GRENA TRANSITION (BRUTE5.GRENA) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to JADUN DME. Then via OED R-138 to GRENA INT.

HANDY TRANSITION (BRUTE5.HANDY) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to HANDY DME.

LANKS TRANSITION (BRUTE5.LANKS) : From over BRUTE INT via OED R-098 to LANKS INT.

MOURN TRANSITION (BRUTE5.MOURN) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME. Then via OED R-333 to MOURN INT.

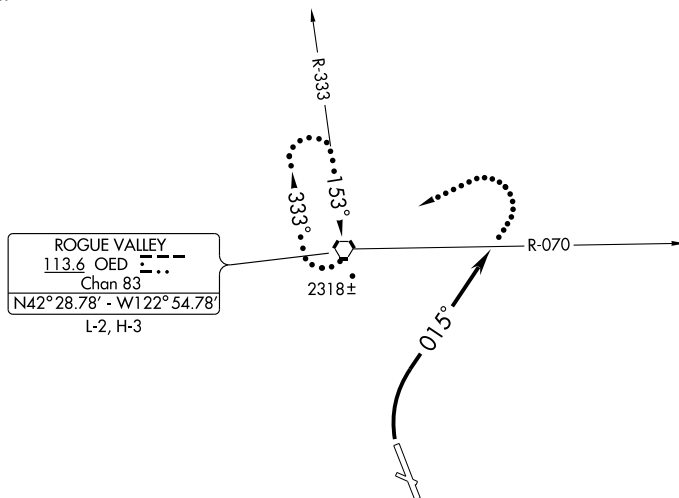
TALEM TRANSITION (BRUTE5.TALEM) : From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via OED R-157 to TALEM DME.

UZEHE TRANSITION (BRUTE5.UZEHE) : From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME.

EAGLE THREE DEPARTURE

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MF'R)
SL-251 (FAA) MEDFORD, OREGON

ATIS 127.25
GND CON
121.8
MEDFORD TOWER ★
119.4 257.8
CASCADE DEP CON ★
124.3 379.9
SEATTLE CENTER
124.85 306.3

TAKE-OFF MINIMUMS

RWY 32: 1700-3 or standard with minimum climb
of 300' per NM to 3000'.

RWYS 9, 14, and 27: Not authorized for this departure procedure.

ATC climb rate of 410' per NM until passing 6300 required.



DEPARTURE ROUTE DESCRIPTION

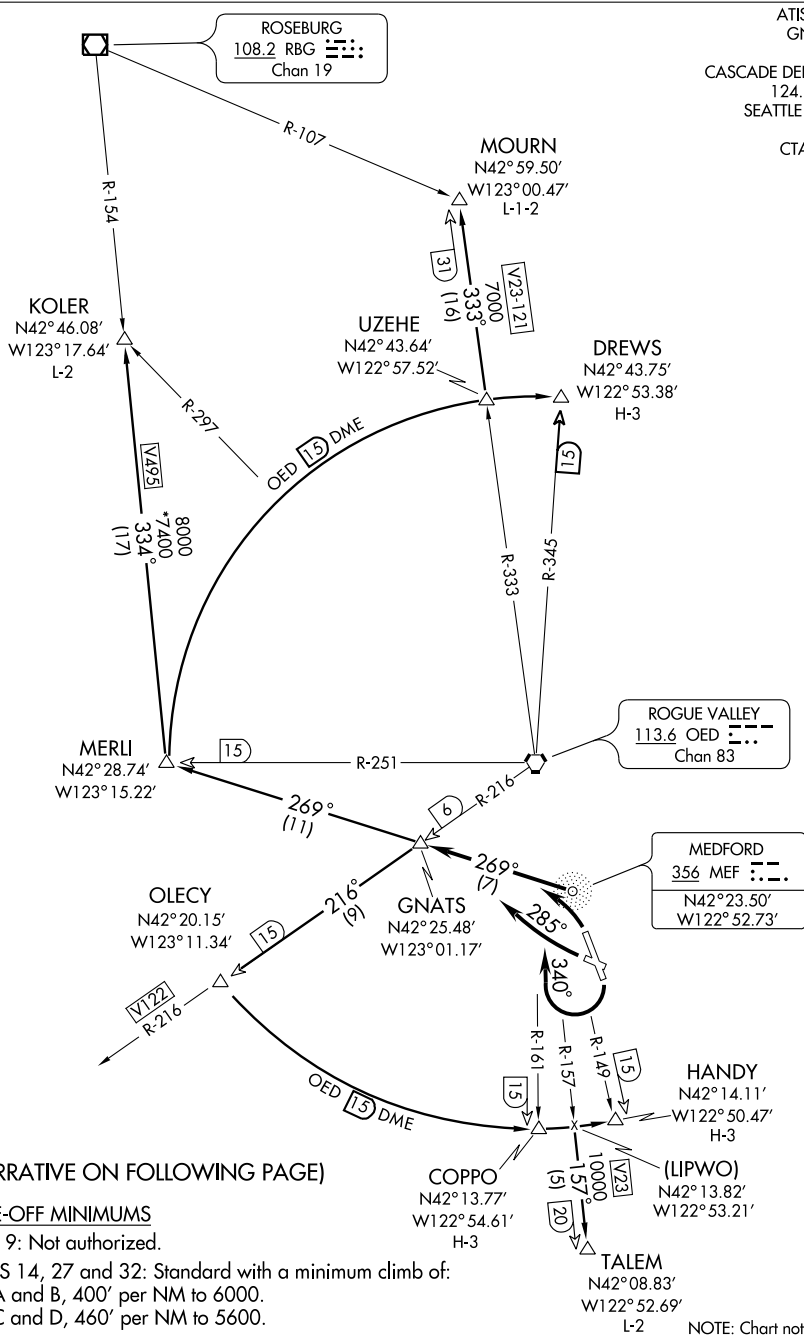
TAKE-OFF RUNWAY 32: Climbing right turn to heading 015°, maintain 11000' or assigned altitude, expect radar vectors to assigned route.
Expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern (NW, right turn, 153° inbound) to minimum crossing altitude/minimum enroute altitude before proceeding on course.

GNATS THREE DEPARTURE

SL-251 (FAA)

MEDFORD, OREGON



NOTE: Chart not to scale.

NW-1. 22 OCT 2009 to 19 NOV 2009

GNATS THREE DEPARTURE

SL-251 (FAA)

MEDFORD, OREGON



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn via 340° heading and MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 27: Climbing right turn via 285° heading and MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing left turn via MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

. . . .via (transition) or (assigned route). Maintain 10,000' or assigned lower altitude.

COPPO TRANSITION (GNATS3.COPPO): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to COPPO DME.

DREWS TRANSITION (GNATS3.DREWS): From over GNATS INT via the MEF NDB 269° bearing to MERLI INT, then via the OED 15 DME Arc to DREWS DME.

HANDY TRANSITION (GNATS3.HANDY): From over GNATS INT via the OED R-216 to OLECY INT, then via the OED 15 DME Arc to HANDY DME.

KOLER TRANSITION (GNATS3.KOLER): From over GNATS INT via MEF NDB 269° bearing to MERLI INT, then via RBG R-154 to KOLER INT.

MOURN TRANSITION (GNATS3.MOURN): From over GNATS INT via MEF NDB 269° bearing to MERLI INT, then via the OED 15 DME Arc to intercept OED R-333 to MOURN INT.

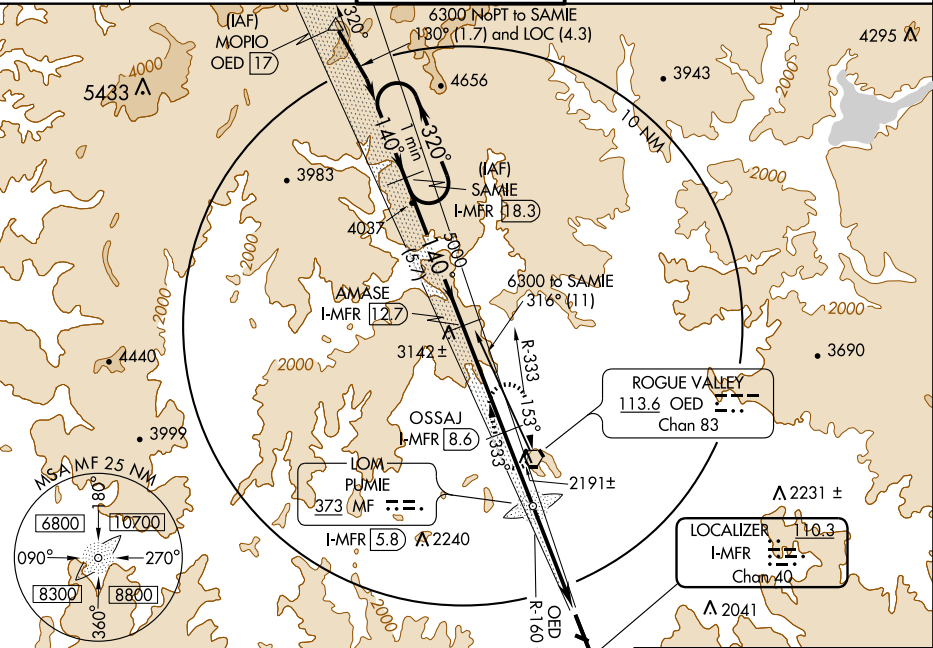
TALEM TRANSITION (GNATS3.TALEM): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to intercept OED R-157 to TALEM DME.

LOC/DME I-MFR	APP CRS	Rwy Idg	8800
110.3	140°	TDZE	1303
Chan 40		Apt Elev	1335

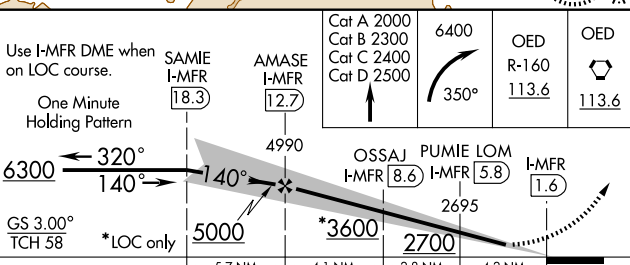
For inoperative MALS, increase S-ILS 14 CAT B visibility to RVR 6000, CAT C visibility to 1½ mile, and CAT D visibility to 2 miles.

MISSED APPROACH: Cat A climb to 2000; Cat B climb to 2300; Cat C climb to 2400; Cat D climb to 2500, then climbing right turn to 6400 via heading 350° and OED R-160 to OED VORTAC and hold, continue climb-in-hold to 6400.

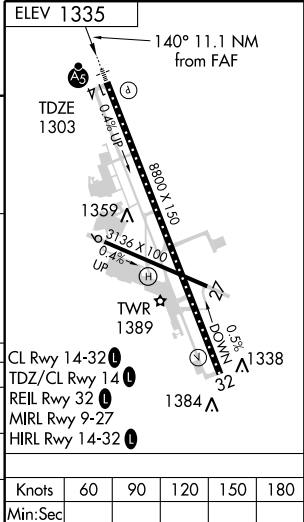
ATIS	CASCADE APP CON*	MEDFORD TOWER*	GND CON	UNICOM
127.25	124.3 379.9	119.4 (CTAF) 0 257.8	121.8	122.95



DME or RADAR REQUIRED FOR PROCEDURE ENTRY

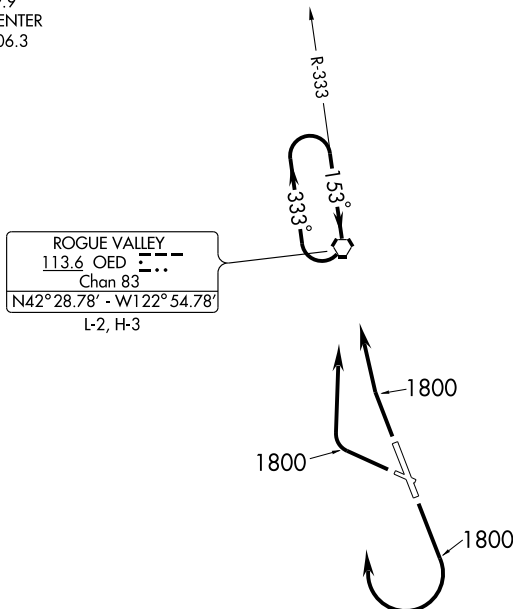


CATEGORY	A	B	C	D
S-ILS 14	1553/24 250 (300-½)	1634/40 331 (300-¾)	1753/50 450 (500-1)	1862-1½ 559 (600-1½)
S-LOC 14	1640/24 337 (400-½)	1800/24 497 (500-½)	1920/60 617 (600-1¼)	2000-1¼ 697 (700-1¾)
CIRCLING	2000-1 665 (700-1)		2000-1¼ 665 (700-1¾)	2140-2½ 805 (900-2½)



NW-1. 22 OCT 2009 to 19 NOV 2009

ATIS 127.25
GND CON
121.8
MEDFORD TOWER ★
119.4 257.8
CASCADE DEP CON ★
124.3 379.9
SEATTLE CENTER
124.85 306.3



TAKE-OFF MINIMUMS

RWY 9: Not authorized.

RWY 14: Standard with a minimum climb of:

Cats A/B, 270' per NM to 3100', Cats C/D, 440' per NM to 4900.

RWY 27: Standard with minimum climb of 360' per NM to 3600.

RWY 32: Standard with a minimum climb of 300' per NM to 3000.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Not authorized.

TAKE-OFF RUNWAYS 14 and 27: Climb runway heading to 1800 then turn right. Thence. . . .

TAKE-OFF RUNWAY 32: Climb runway heading to 1800. Thence. . . .

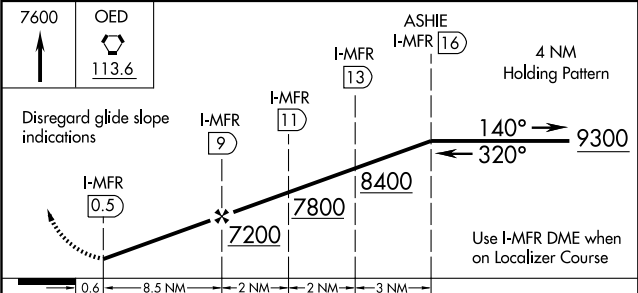
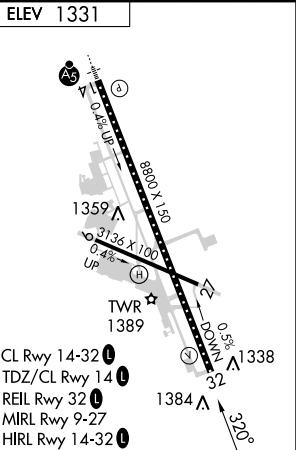
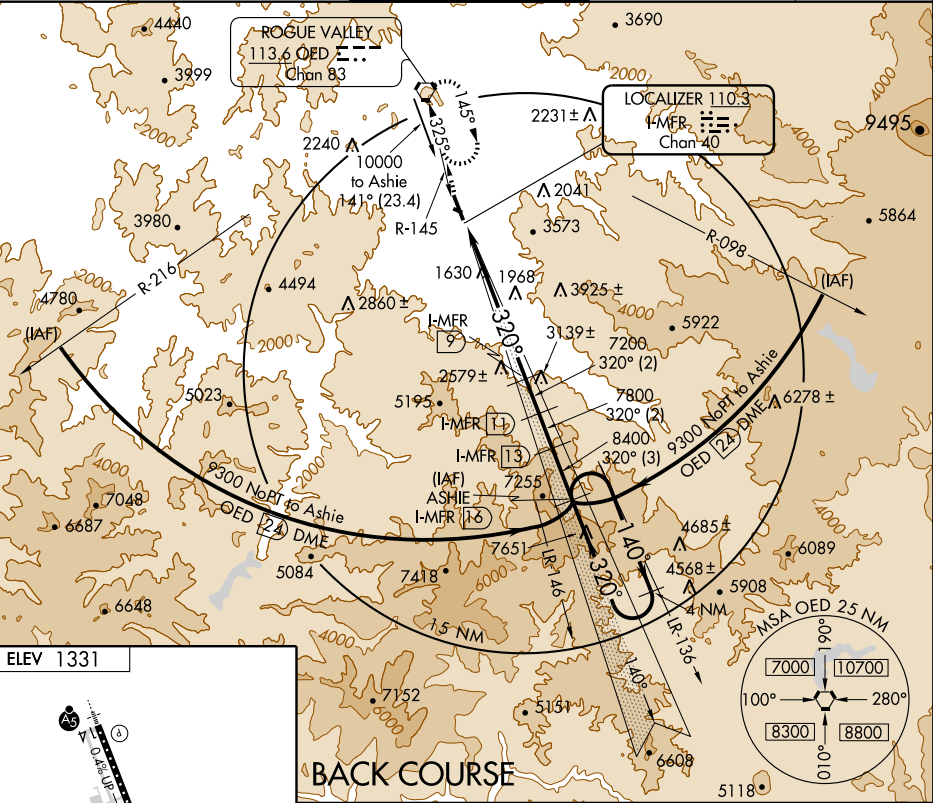
. . . . climb direct to the OED VORTAC. Continue climb in OED holding pattern (NW, right turn, 153° inbound) at or above 7000' before proceeding on course.

LOC/DME I-MFR 110.3 Chan 40	APP CRS 320°	Rwy Idg TDZE Apt Elev	N/A N/A 1331
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▲

MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS 127.25	CASCADE APP CON★ 124.3 379.9	MEDFORD TOWER★ 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	3540-1¼ 2209 (2300-1¼)	3540-1½ 2209 (2300-1½)	3540-3	2209 (2300-3)
Min:Sec										

APP CRS
325°

Rwy Idg
TDZE
Apt Elev

N/A
N/A
1335

RNAV (GPS)-D

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)



DME/DME RNP-0.3 not authorized.

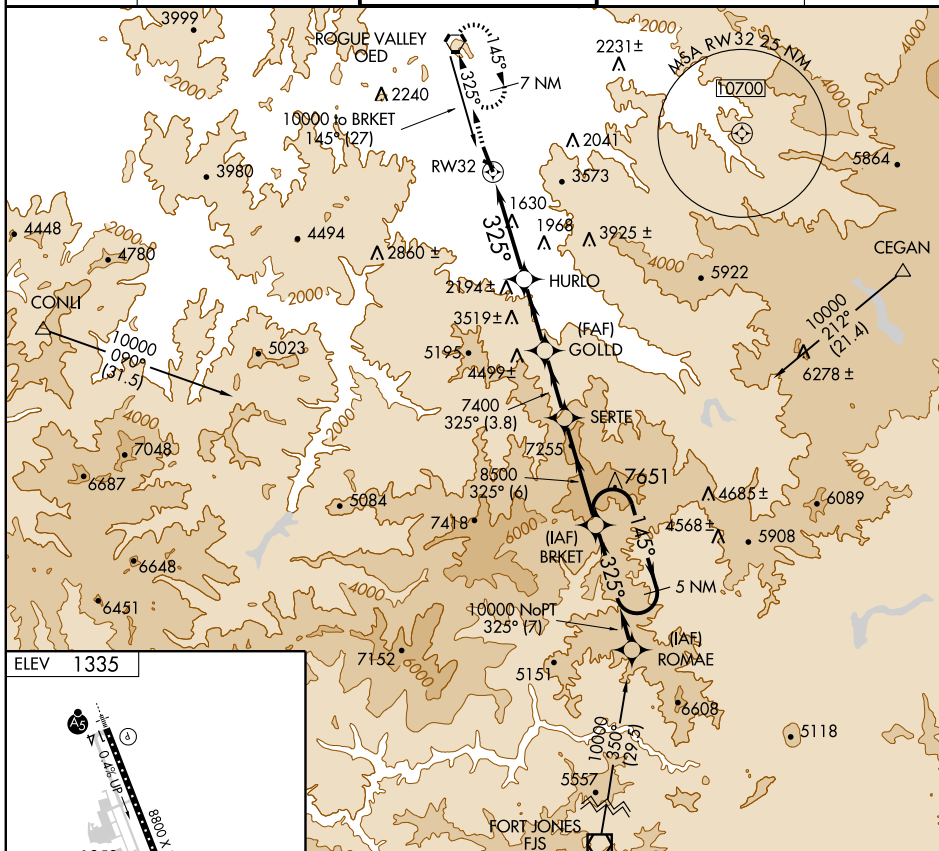
MISSED APPROACH: Climb to 7800 direct OED VORTAC and hold, continue climb-in-hold to 7800.

ATIS
127.25

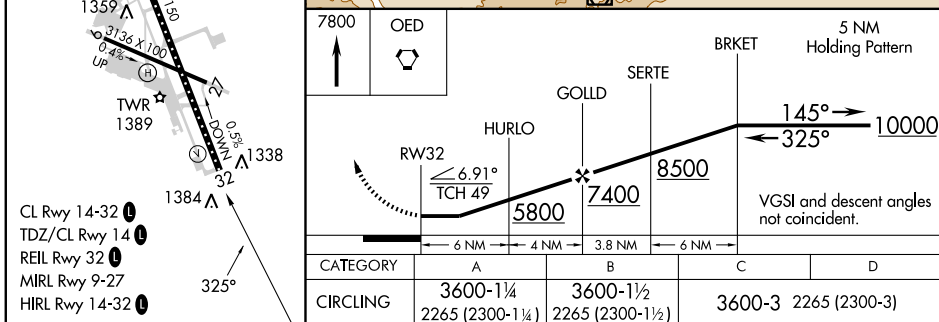
CASCADE APP CON★
124.3 379.9

MEDFORD TOWER★
119.4 (CTAF) **L** 257.8

GND CON
121.8

UNICOM
122.95

NW-1. 22 OCT 2009 to 19 NOV 2009



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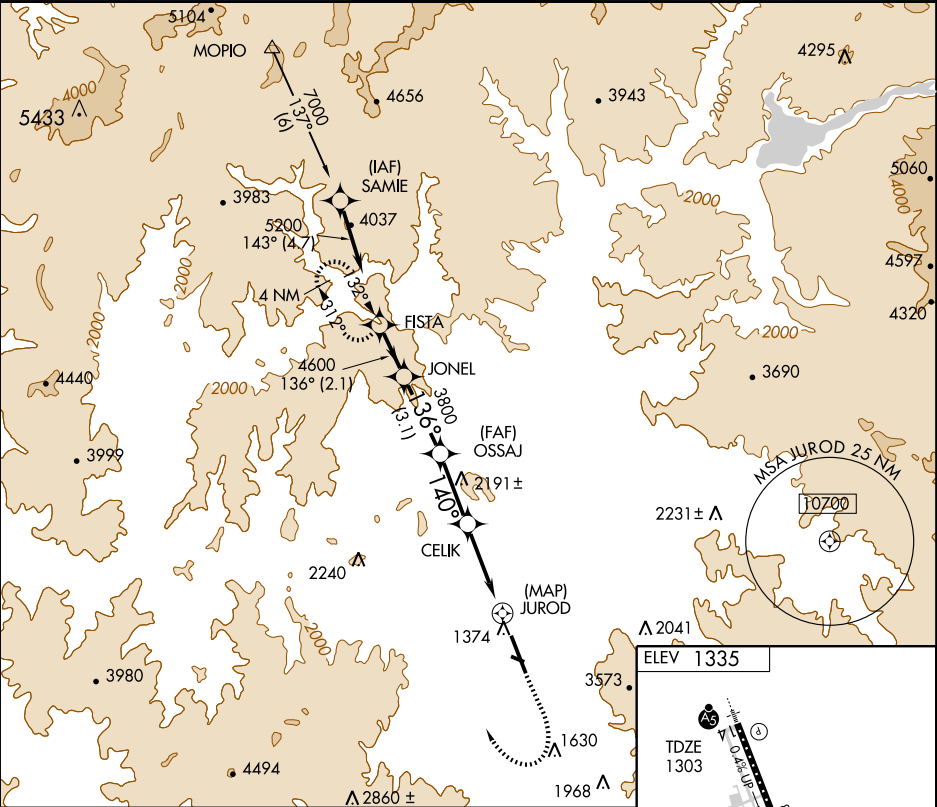
▲

DME/DME RNP-0.3 NA.

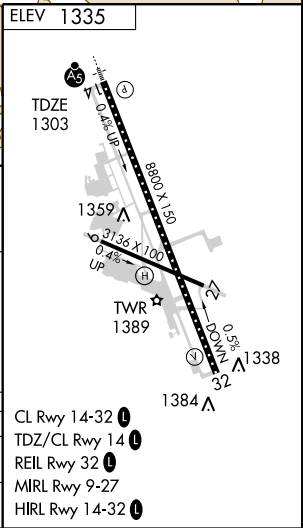
MALSR

MISSED APPROACH: Climb to 3200 then climbing right turn to 5200 direct FISTA WP and hold.

ATIS 127.25	CASCADE APP CON★ 124.3 379.9	MEDFORD TOWER★ 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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FISTA		VGSi and descent angles not coincident.		3200	5200	FISTA
JONEL		OSSAJ				
5200		4600				
Procedure Turn NA		3800				
136°		140°				
2.1 NM		3.1 NM				
2.7 NM		1 NM				
2.4 NM		0.9 NM				
CATEGORY		A		B		
LNAV MDA		2400/40		2400/50		
		1097 (1100-¾)		1097 (1100-1)		
CIRCLING		2400-1¼		2400-1½		
		1065 (1100-1¼)		1065 (1100-1½)		
				2400-2½ 1097 (1100-2½)		
				2400-3 1065 (1100-3)		



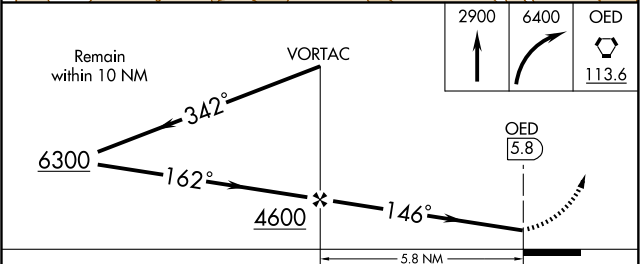
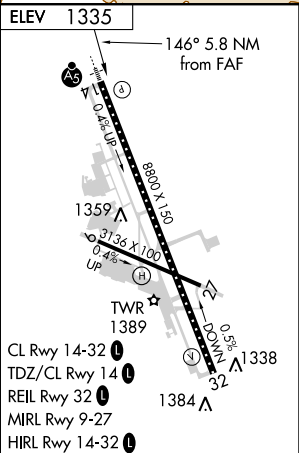
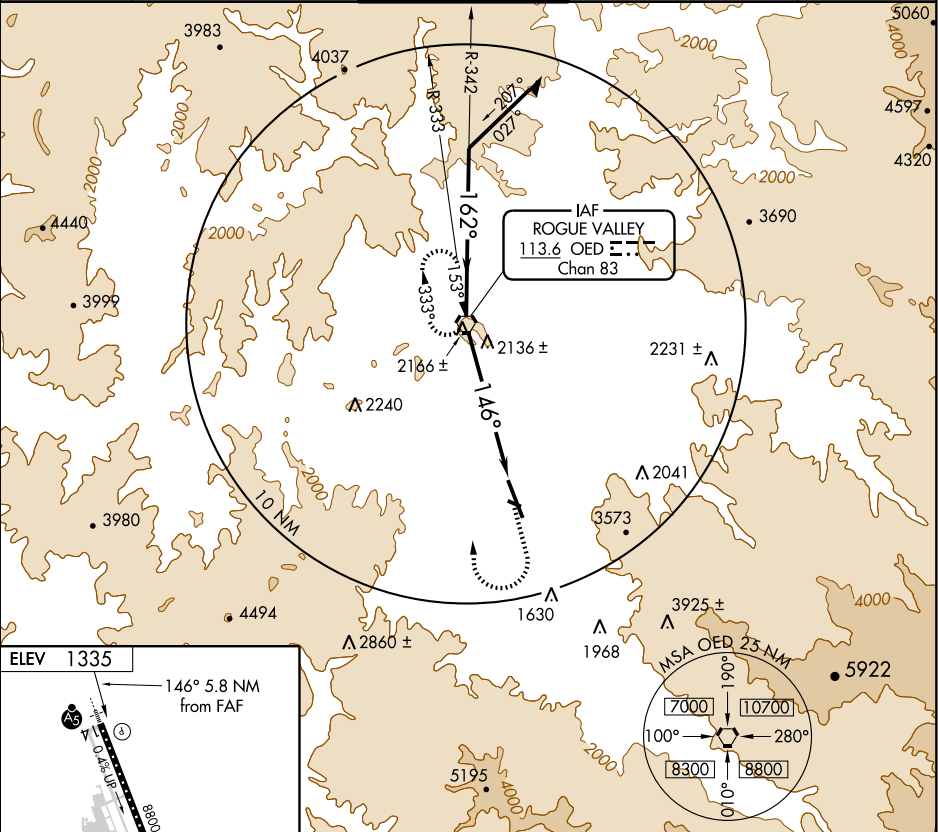
NW-1, 22 OCT 2009 to 19 NOV 2009

⚠

If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.

ATIS 127.25	CASCADE APP CON* 124.3 379.9	MEDFORD TOWER* 119.4 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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FAF to MAP 5.8 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3	1345 (1400-3)
Min:Sec	5:48	3:52	2:54	2:19	1:56					

VORTAC OED 113.6 Chan 83	APP CRS 325°	Rwy Idg TDZE Apt Elev	N/A N/A 1335
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VOR/DME-C

MEDFORD/ ROGUE VALLEY INTL-MEDFORD (MFR)



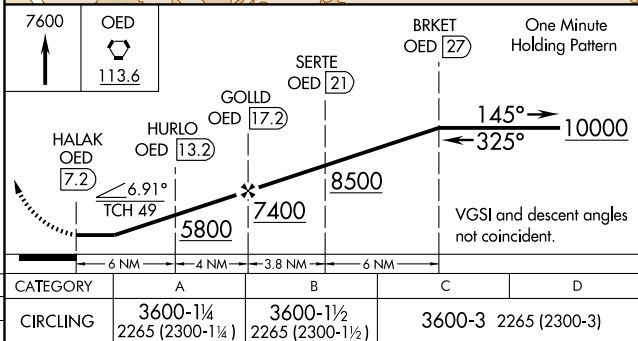
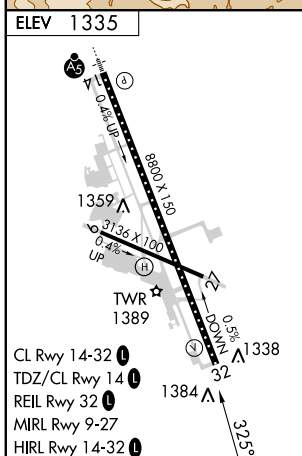
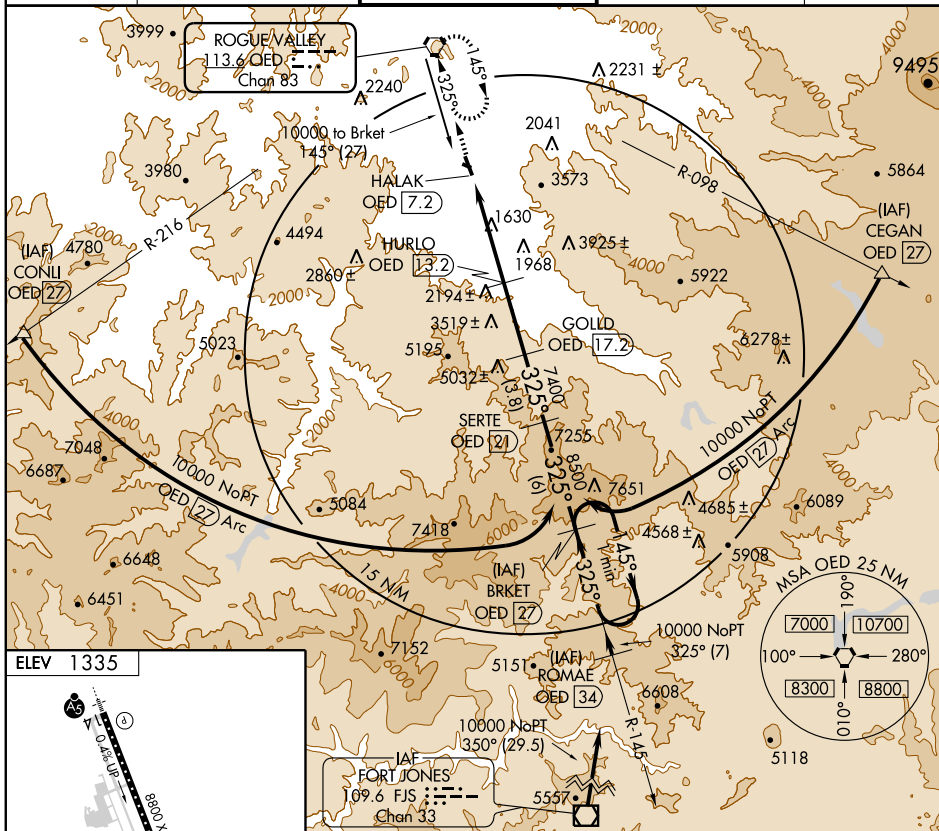
MISSED APPROACH: Climb to 7600 direct OED VORTAC and hold, continue climb-in-hold to 7600.

ATIS
127.25

CASCADE APP CON★
124.3 379.9

MEDFORD TOWER★
119.4 (CTAF) L 257.8

GND CON
121.8

UNICOM
122.95

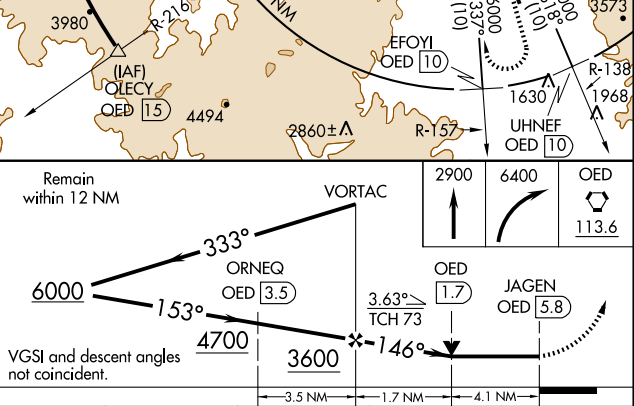
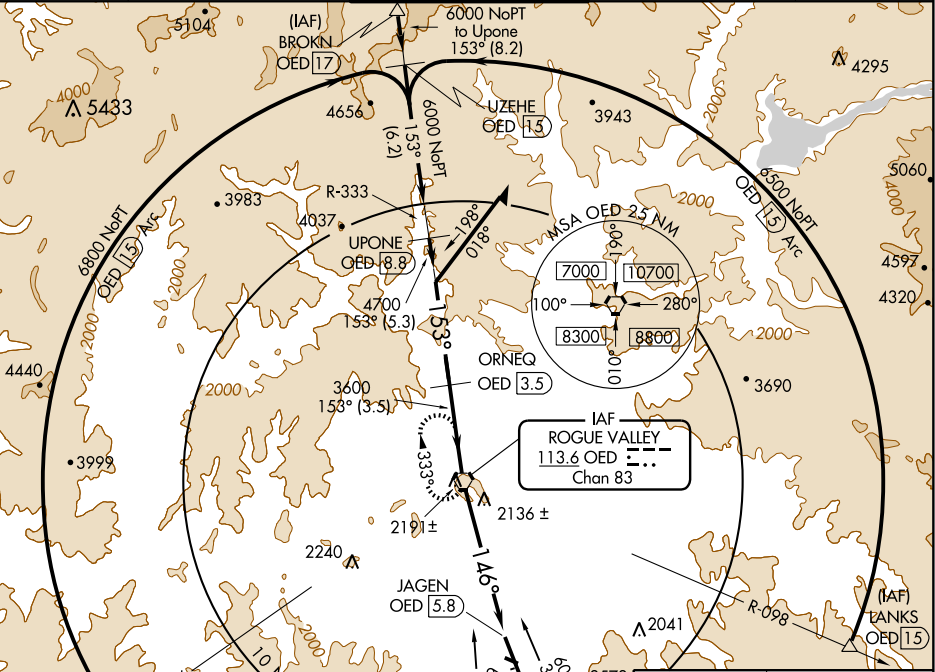
VORTAC OED	APP CRS	Rwy Idg	8800
113.6	146°	TDZE	1303
Chan 83		Apt Elev	1335

VOR/DME RWY 14

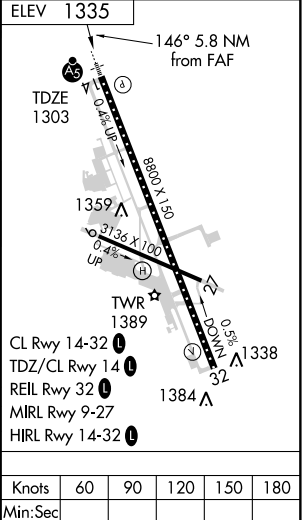
MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

T A	Inoperative table does not apply to S-14 CAT A. For inoperative MALSR increase S-14 CAT B visibility to 1½.	MALSR AS	MISSED APPROACH: Climb to 2900 then climbing right turn to 6400 direct OED VORTAC and hold, continue climb-in-hold to 6400.
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ATIS 127.25	CASCADE APP CON* 124.3 379.9	MEDFORD TOWER* 119.4 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-14	2680/60 1377 (1400-1¼)		2680-2½ 1377 (1400-2½)	
CIRCLING	2680-1¼ 1345 (1400-1¼)	2680-1½ 1345 (1400-1½)	2680-3 1345 (1400-3)	



LOC I-ONP <u>111.5</u>	APP CRS 158°	Rwy Idg TDZE Apt Elev	5398 151 160
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ILS or LOC RWY 16
NEWPORT MUNI (ONP)



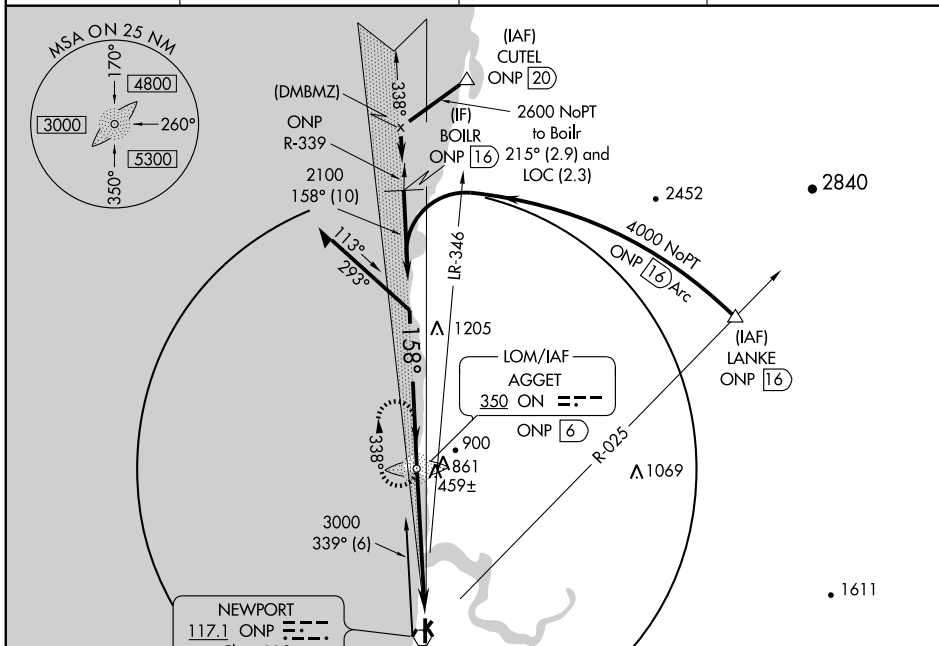
A NA



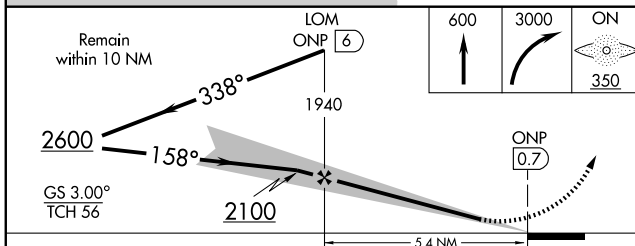
A5

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct AGGET LOM/ONP 6 DME and hold.

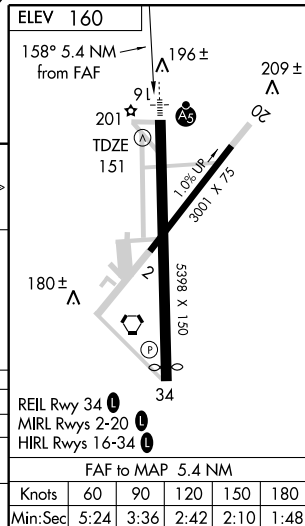
AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	MCMINNIVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 1
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ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 16	351- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 16	720- $\frac{3}{4}$ 569 (600- $\frac{3}{4}$)		720-1 $\frac{1}{2}$ 569 (600-1 $\frac{1}{2}$)	720-1 $\frac{3}{4}$ 569 (600-1 $\frac{3}{4}$)
CIRCLING	880-1	720 (800-1)	880-2 720 (800-2)	960-2 $\frac{1}{2}$ 800 (800-2 $\frac{1}{2}$)



APP CRS	Rwy Idg	5398
158°	TDZE	151
	Apt Elev	160

RNAV (GPS) RWY 16

NEWPORT MUNI (ONP)

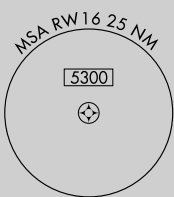
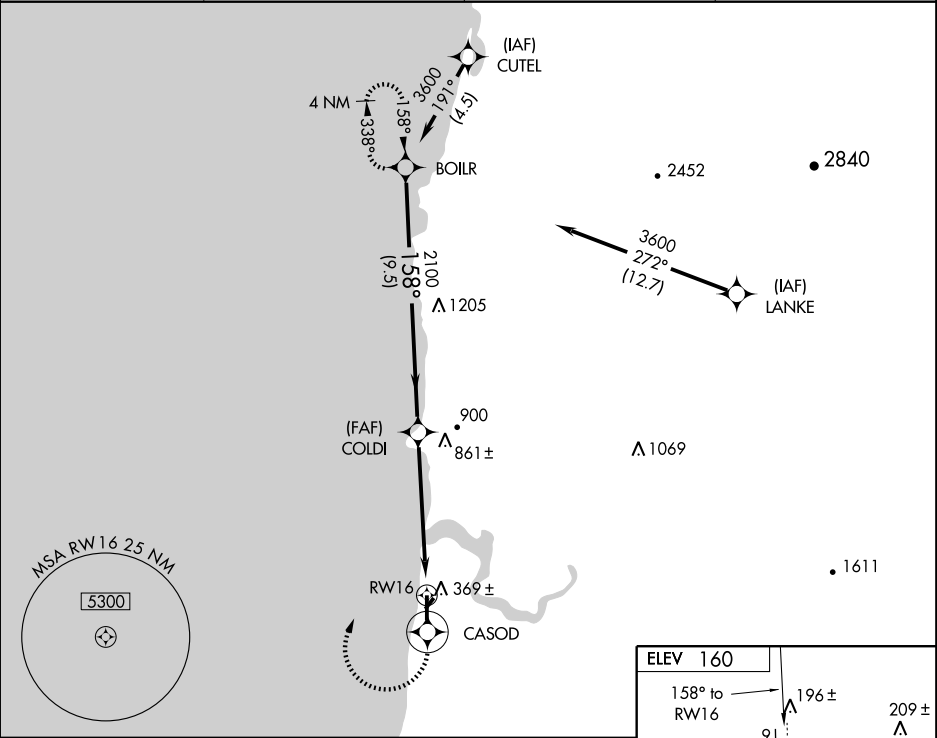
NA

Inoperative table does not apply to LNAV/VNAV, GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).

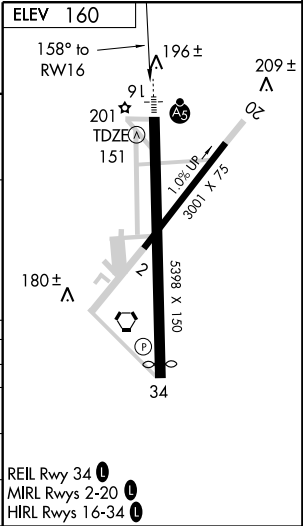
MALSR

MISSED APPROACH: Climb to 800 via 158° course to CASOD WP then climbing right to 3600 direct BOILR WP and hold.

AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	MCMINNVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 0
------------------------	--------------------------------------	-----------------------------------	--




Procedure Turn NA	BOILR	800	CASOD	3600	BOILR
		158°			
GS 3.00° TCH 56	3600	158°	COLDI	2100	RW16
	9.5 NM		5.8 NM		
CATEGORY	A	B	C	D	
GLS PA DA	NA				
LNAV/VNAV DA	620-1½ 469 (500-1½)				
LNAV MDA	720-¾ 569 (600-¾)		720-1½ 569 (600-1½)		720-1¾ 569 (600-1¾)
CIRCLING	880-1½ 720 (800-1½)		880-2 720 (800-2)		960-2½ 800 (800-2½)



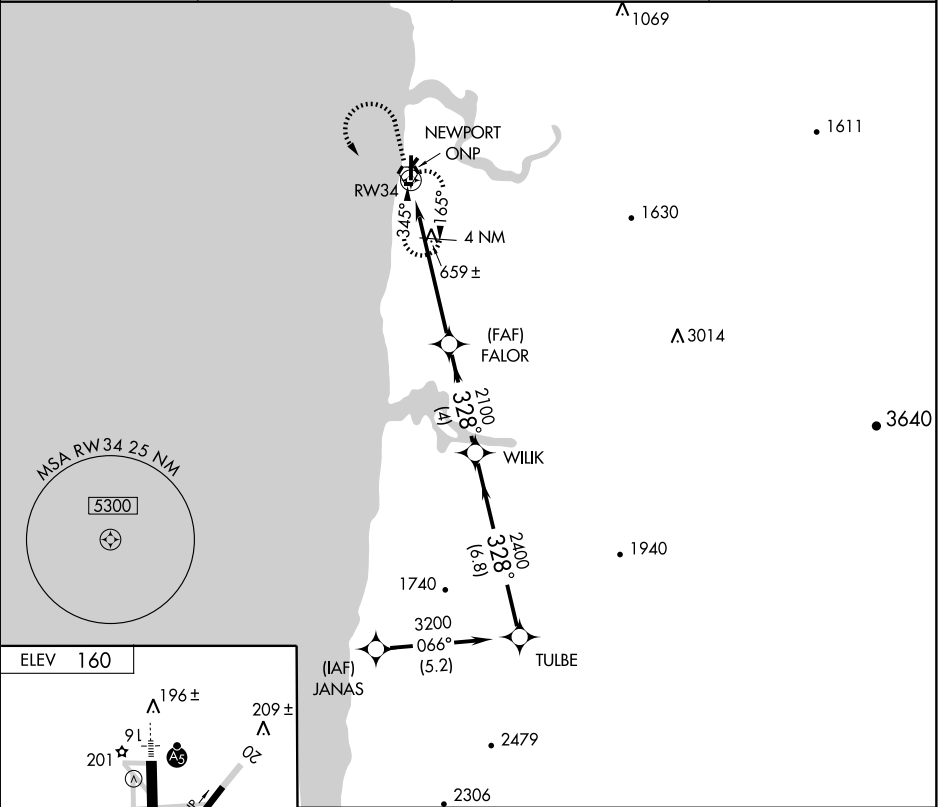
APP CRS	Rwy Idg	5098
328°	TDZE	155
	Apt Elev	160

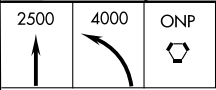
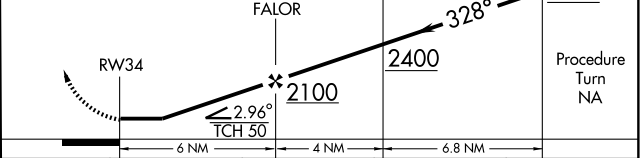
RNAV (GPS) RWY 34

NEWPORT MUNI (ONP)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2500, then climbing left turn to 4000 direct ONP VORTAC and hold.
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AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	MCMINNIVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D
LNAV MDA	920-1 765 (800-1)	920-1¼ 765 (800-1¼)	920-2¼ 765 (800-2¼)	920-2½ 765 (800-2½)
CIRCLING	920-1 760 (800-1)	920-1¼ 760 (800-1¼)	920-2¼ 760 (800-2¼)	960-2½ 800 (800-2½)

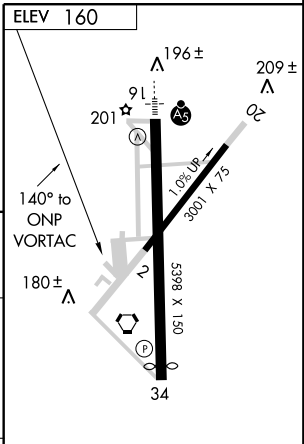
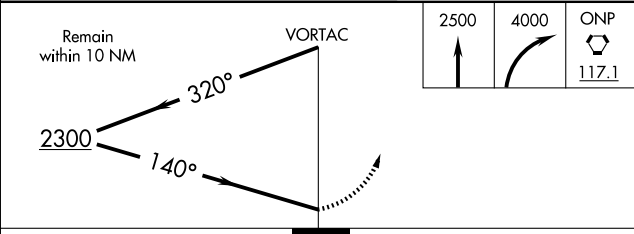
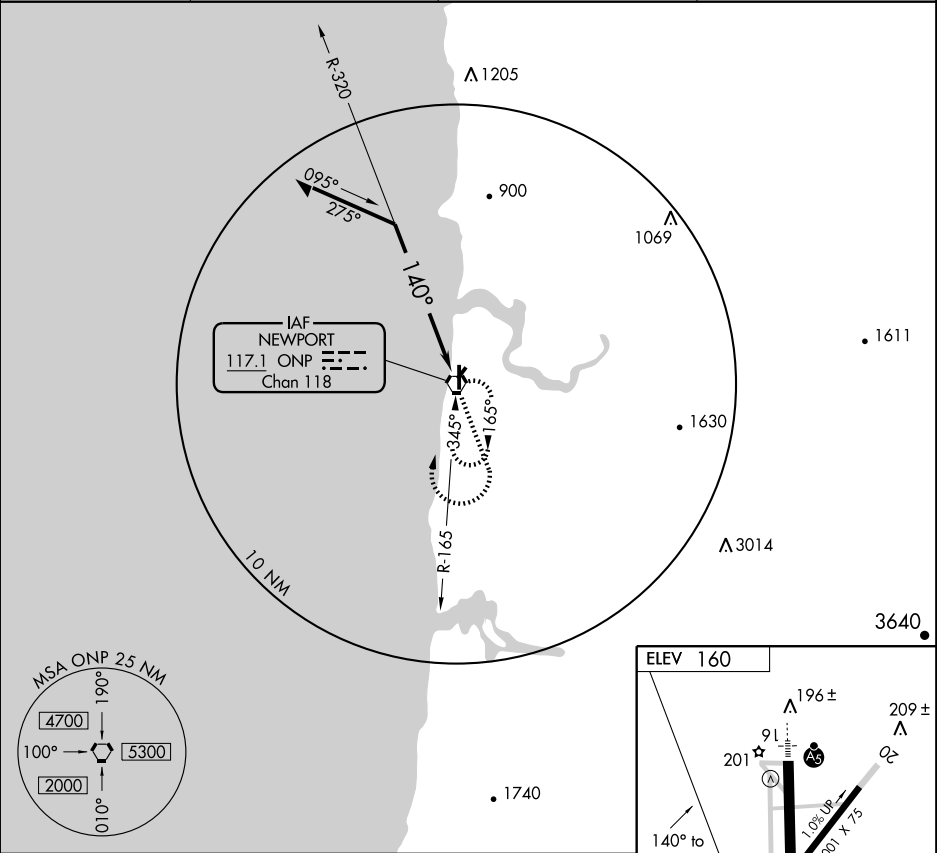
REIL Rwy 34 
MIRL Rwy 2-20 
MIRL Rwy 16-34 

VORTAC ONP 117.1 Chan 118	APP CRS 140°	Rwy Idg TDZE Apt Elev	N/A N/A 160
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VOR-A
NEWPORT MUNI (ONP)

 NA	MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.
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AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	MCMINNVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 
------------------------	--------------------------------------	-----------------------------------	---



CATEGORY	A	B	C	D
CIRCLING	1160-1¼ 1000 (1000-1¼)	1160-1½ 1000 (1000-1½)	1160-3	1000 (1000-3)

REIL Rwy 34 
MIRL Rwy 2-20 
HIRL Rwy 16-34 

VORTAC ONP 117.1 Chan 118	APP CRS 166°	Rwy Idg TDZE 151 Apt Elev 160	5398
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VOR/DME RWY 16

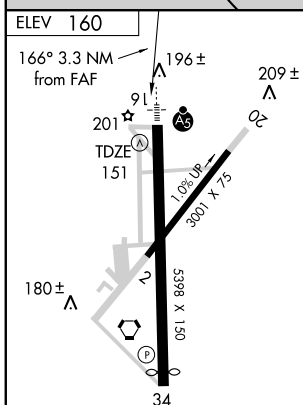
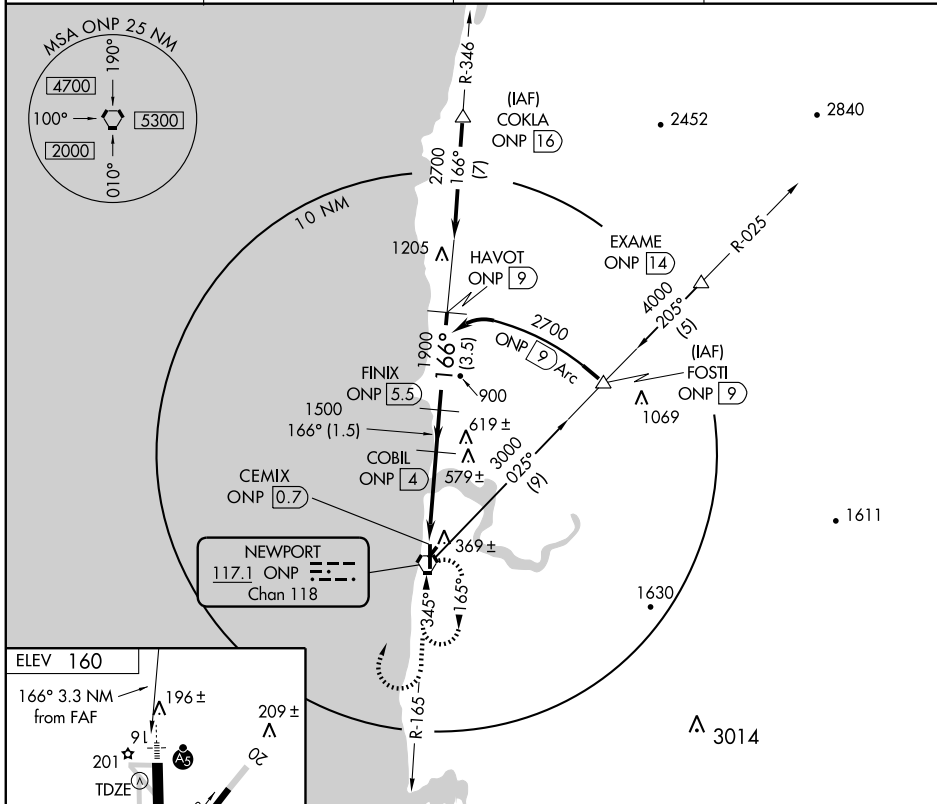
NEWPORT MUNI (ONP)

NA Inoperative table does not apply to MALS Fwy 16.



MISSED APPROACH: Climb to 2500, then climbing right turn to 4000, direct ONP VORTAC and hold.

AWOS-3 133.9	SEATTLE CENTER 125.8 291.7	MCMINNVILLE RADIO 122.5	UNICOM 122.8 (CTAF) 1
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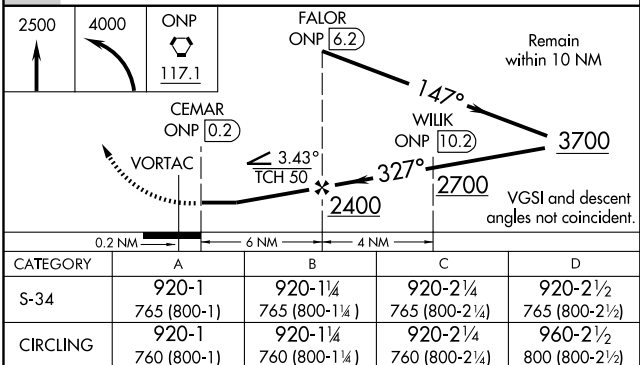



	2500	4000	ONP 117.1	
	VORTAC CEMIX ONP 0.7	COBIL ONP 4	FINIX ONP 5.5	HAVOT ONP 9
	2700	1900	1500	2700
	3.3 NM	1.5	3.5 NM	
	3.70° TCH 50	166°	1900	Procedure Turn NA
			VGSI and descent angles not coincident.	
CATEGORY	A	B	C	D
S-16	640-1	489 (500-1)	640-1¼ 489 (500-1¼)	NA
CIRCLING	880-1	720 (800-1)	880-2 720 (800-2)	960-2½ 800 (800-2½)

REIL Rwy 34 **1**
MIRL Rwy 2-20 **1**
HIRL Rwy 16-34 **1**

VOR/DME RWY 34
NEWPORT MUNI (ONP)

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct ONP VORTAC and hold.

UNICOM
122.8 (CTAF) 

AIRPORT DIAGRAM

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)
AL-929 (FAA) NORTH BEND, OREGON

AWOS-3
135.075
SOUTHWEST RGNL TOWER ★
118.45
GND CON
127.1

D

43°26'N

RWY 4-22
S106, D113, ST143, DT190
RWY 13-31
S90, D100, ST127, DT100

207

ELEV 13

ELEV 13

5980 X 150

ELEV 16

43.9°

COMMERCIAL
RAMP

GENERAL
AVIATION

US COAST
GUARD

ELEV 13

223.9°

132.8°

4470 X 150

312.9°

FIELD
ELEV 17



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

43°25'N

43°24'N

124°15'N

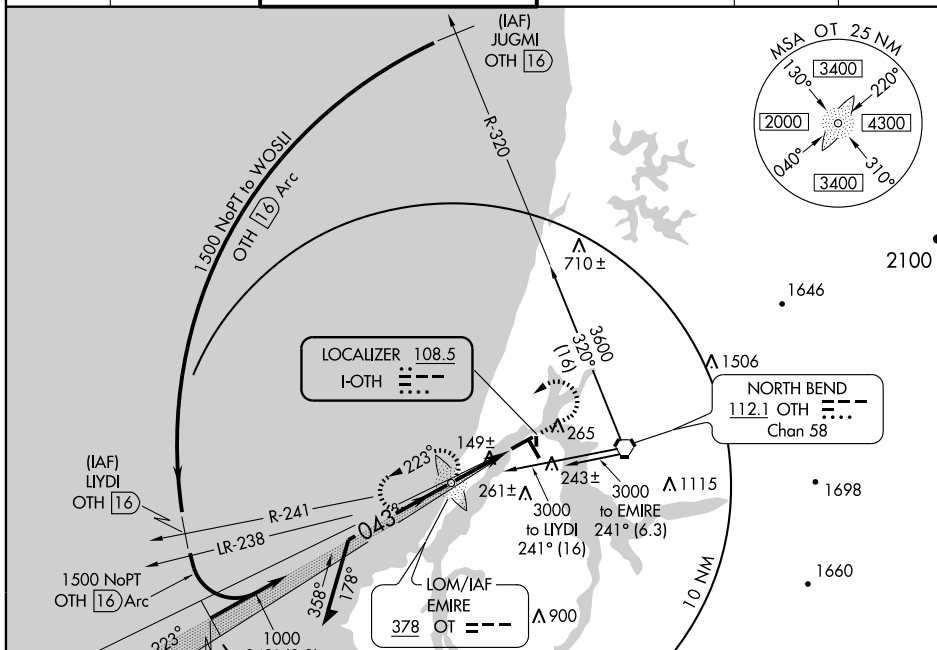
124°14'N

LOC I-OTH 108.5	APP CRS 043°	Rwy Idg TDZE Apt Elev	5321 16 17
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COPTER ILS or LOC RWY 4

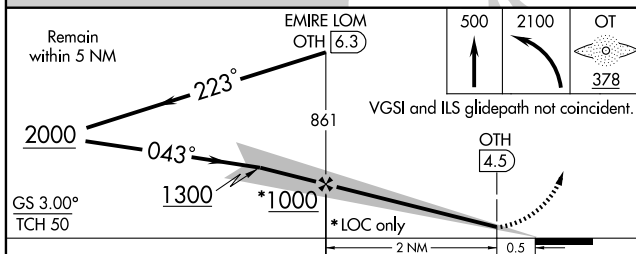
NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

<div><div>▼</div><div>ADF required. If local altimeter setting not received, procedure NA. US Coast Guard use only.</div></div>	<div><div>MALSR</div><div><div>A5</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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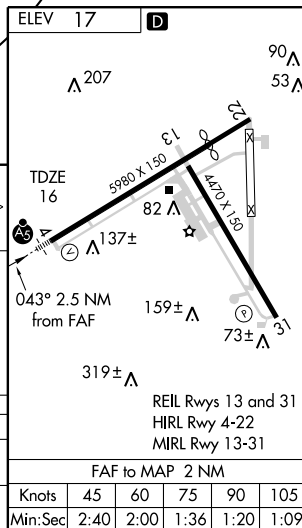


NW-1. 22 OCT 2009 to 19 NOV 2009

ADF or DME REQUIRED



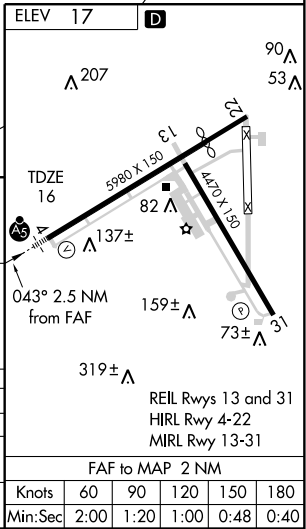
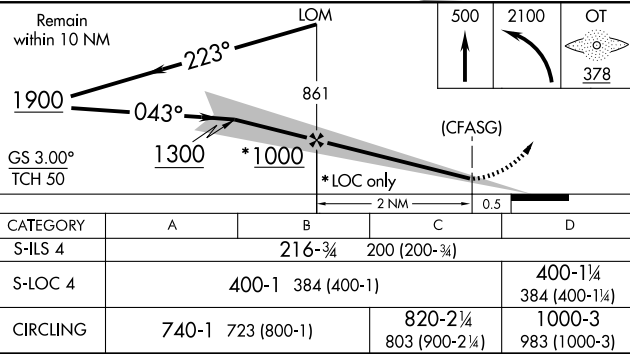
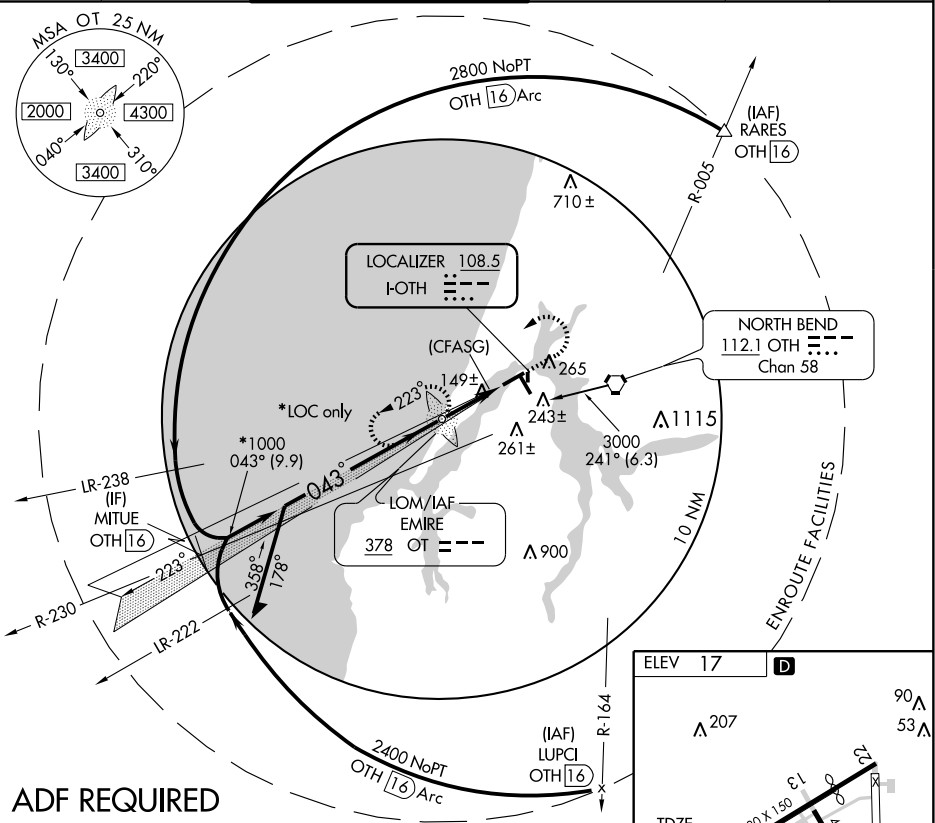
CATEGORY	COPTER	B	C	D
H-ILS 4	216- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)	NA		
H-LOC 4	400- $\frac{1}{2}$ 384 (400- $\frac{1}{2}$)	NA		



LOC I-OTH	APP CRS	Rwy Idg	5321
108.5	043°	TDZE	16
		Apt Elev	17

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

<div><div>▼</div><div>▲</div></div>		MALSR	MISSED APPROACH: Climb to 500, then climbing left turn to 2100 direct EMIRE LOM and hold, continue climb-in-hold to 2100.		
AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON	UNICOM
135.075	121.4 254.35	118.45 (CTAF) 0	122.4 255.4	127.1	122.7



LOM OT 378	APP CRS 043°	Rwy Idg TDZE Apt Elev	5321 16 17
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NDB or GPS RWY 4

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)

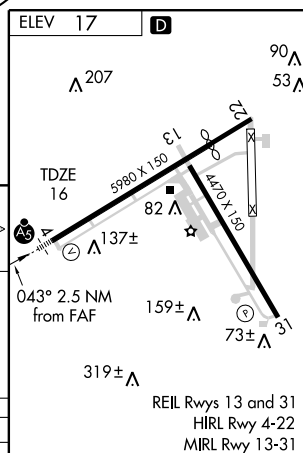
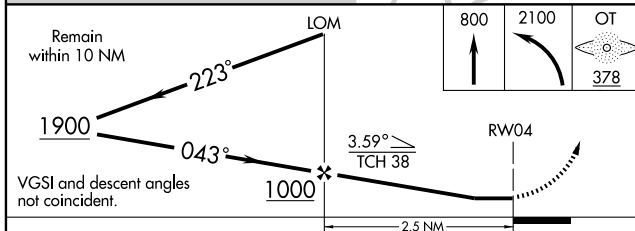
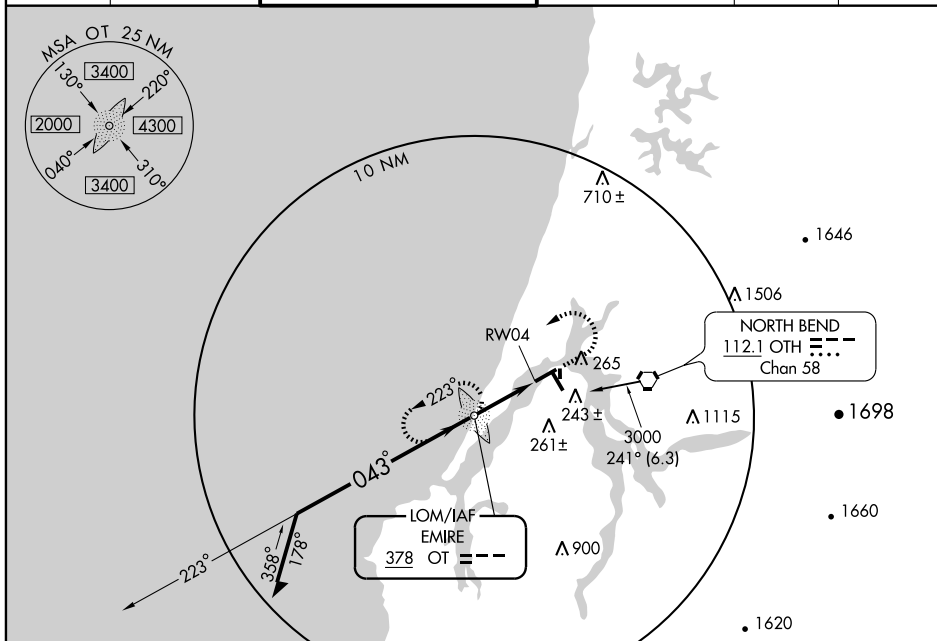


MALSR



MISSED APPROACH: Climb to 800, then climbing left turn to 2100 direct EMIRE (OT) LOM and hold, continue climb-in-hold to 2100.

AWOS-3 135.075	SEATTLE CENTER 121.4 254.35	SOUTHWEST REGIONAL TOWER ★ 118.45 (CTAF) 0	MC MINNVILLE RADIO 122.4 255.4	GND CON 127.1	UNICOM 122.7
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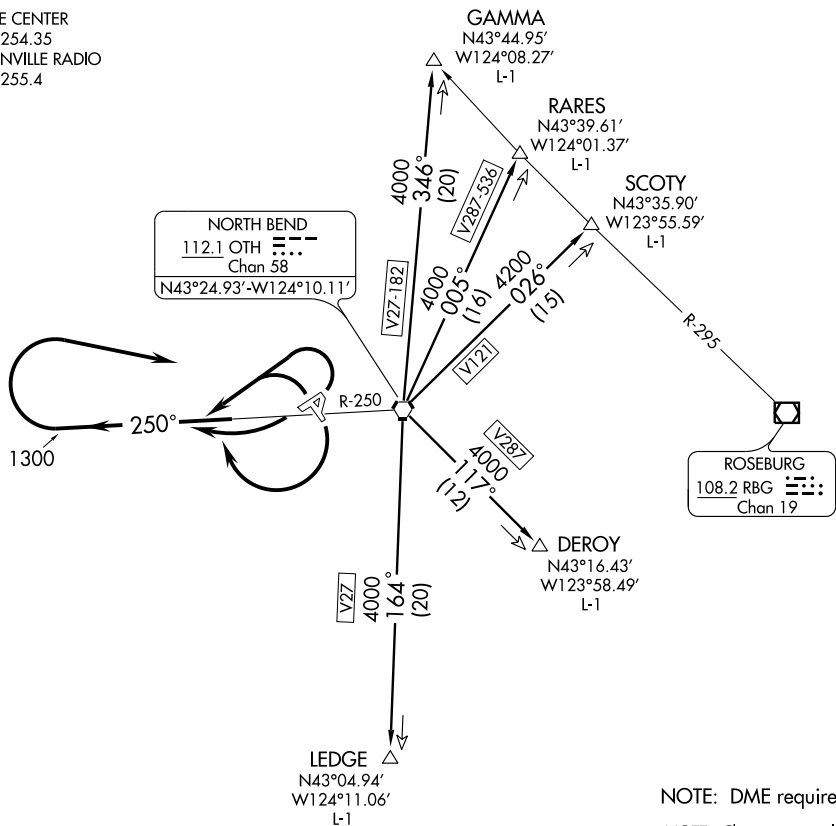


CATEGORY	A	B	C	D
S-4	660-1	644 (700-1)	660-1½ 644 (700-1¾)	660-2 644 (700-2)
CIRCLING	740-1 723 (800-1)	740-1¼ 723 (800-1¼)	820-2¼ 803 (900-2¼)	1000-3 983 (1000-3)

FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

NORTH BEND FOUR DEPARTURE

SEATTLE CENTER
121.4 254.35
McMINNVILLE RADIO
122.4 255.4



NOTE: DME required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 31 and 34: Turn left. Thence....

TAKE-OFF RUNWAYS 13, 16 and 22: Turn right. Thence....

....All aircraft climb via OTH R-250 to 1300, then climbing right turn direct OTH VORTAC. Thence via (transition).

DEROY TRANSITION (OTH4.DEROY): From over OTH VORTAC via OTH R-117 to DEROY DME FIX.

GAMMA TRANSITION (OTH4.GAMMA): From over OTH VORTAC via OTH R-346 to GAMMA INT.

LEDGE TRANSITION (OTH4.LEDGE): From over OTH VORTAC via OTH R-164 to LEDGE DME FIX.

RARES TRANSITION (OTH4.RARES): From over OTH VORTAC via OTH R-005 to RARES INT.

SCOTY TRANSITION (OTH4.SCOTY): From over OTH VORTAC via OTH R-026 to SCOTY INT.

VORTAC OTH 112.1 Chan 58	APP CRS 254°	Rwy Idg TDZE Apt Elev	N/A N/A 17
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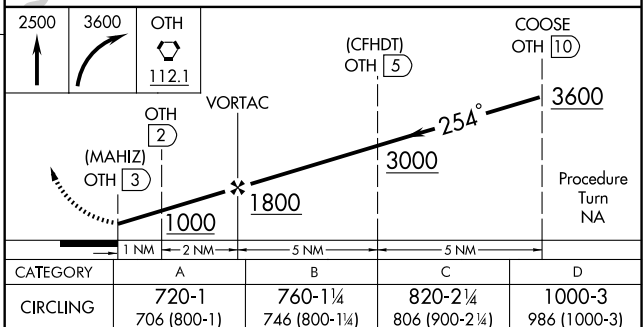
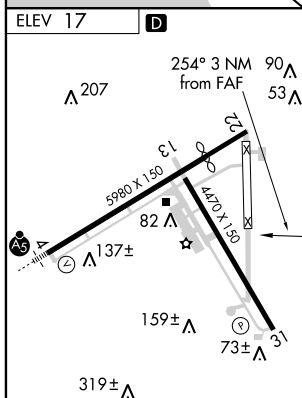
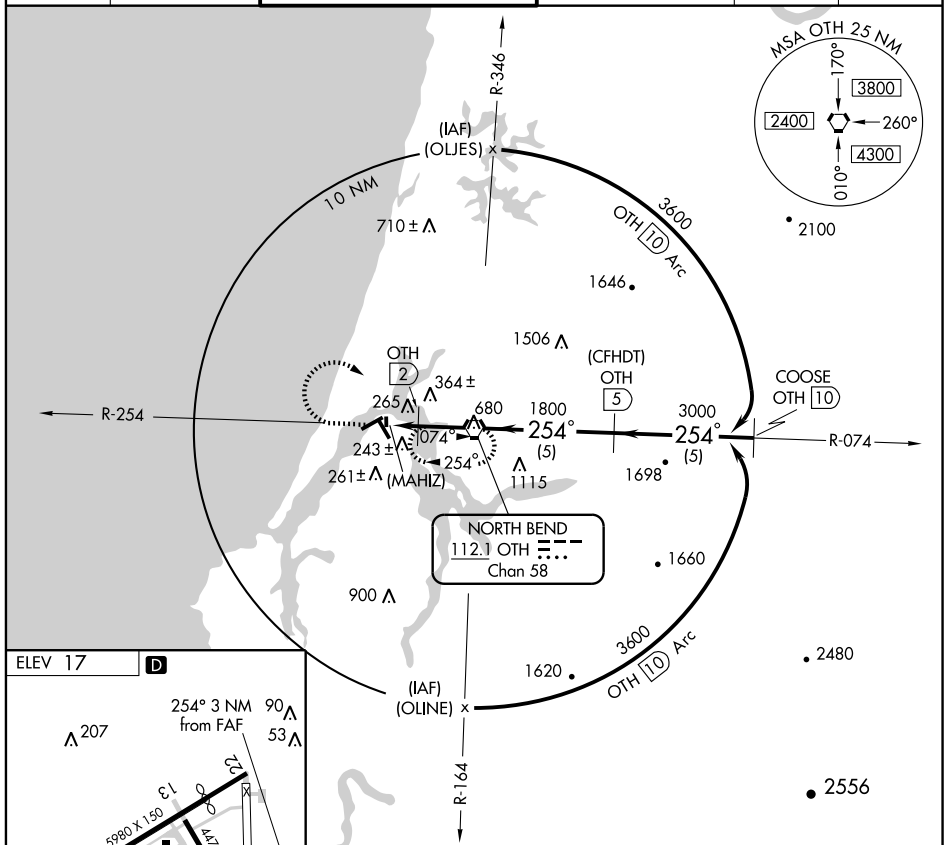
VOR/DME or GPS-B

NORTH BEND/ SOUTHWEST OREGON RGNL (OTH)



MISSED APPROACH: Climb to 2500, then climbing right turn to 3600 direct OTH VORTAC and hold.

AWOS-3 135.075	SEATTLE CENTER 121.4 254.35	SOUTHWEST REGIONAL TOWER ★ 118.45 (CTAF) 0	MC MINNVILLE RADIO 122.4 255.4	GND CON 127.1	UNICOM 122.7
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VORTAC OTH	APP CRS	Rwy Idg	5321
112.1	070°	TDZE	12
Chan 58		Apt Elev	17

NORTH BEND/SOUTHWEST OREGON RGNL (OTH)

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via OTH R-250; then climb to 3000 direct OTH VORTAC and hold.

AWOS-3	SEATTLE CENTER	SOUTHWEST REGIONAL TOWER ★	MC MINNVILLE RADIO	GND CON	UNICOM
135.075	121.4 254.35	118.45 (CTAF) ❶	122.4 255.4	127.1	122.7

10 NM

2200 NoPT OTH 14 Arc

2800 to OTH R-330 OTH 14 Arc (IAF)

R-005

710±

1400 070° (6)

070°

025° 205°

R-250

OTH 14

265±

364±

680

261±

243±

250°

1115

2800 250° (4)

R-164

1620

1506

1646

2100

1698

3900 273° (10)

1660

2480

OTH 10

R-093

North Bend 112.1 OTH Chan 58

MSA OTH 25 NM

170°

3800

2400

260°

4300

010°

2200 NoPT OTH 14 Arc

OTH 8

OTH 4

OTH 5.6

250°

2000

1400

070°

2.4 NM

1.6

ELEV 17

TDZE 12

5980 X 150

82

137±

070° 4 NM from FAF

159±

319±

73±

31

90

53

22

4470 X 150

Remain within 10 NM

2000

1400

070°

250°

OTH 4

OTH 8

OTH 5.6

700

2000

3000

OTH 112.1

OTH R-250

CATEGORY	A	B	C	D
S-4	540-1 528 (600-1)		540-1½ 528 (600-1½)	540-1¾ 528 (600-1¾)
CIRCLING	720-1 706 (800-1)	760-1¼ 746 (800-1¼)	820-2¼ 806 (900-2¼)	1000-3 986 (1000-3)

90

53

22

4470 X 150

82

137±

070° 4 NM from FAF

159±

319±

73±

31

REIL Rwy 13 and 31

HIRL Rwy 4-22

MIRL Rwy 13-31

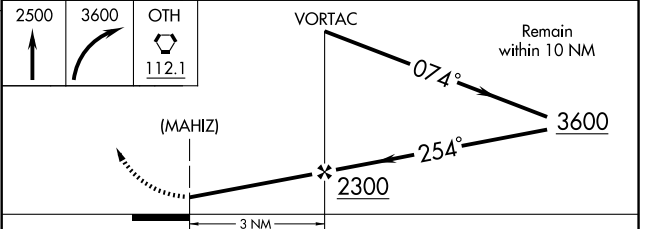
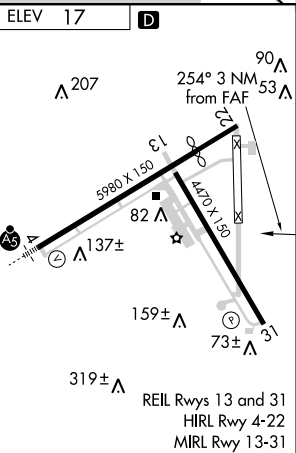
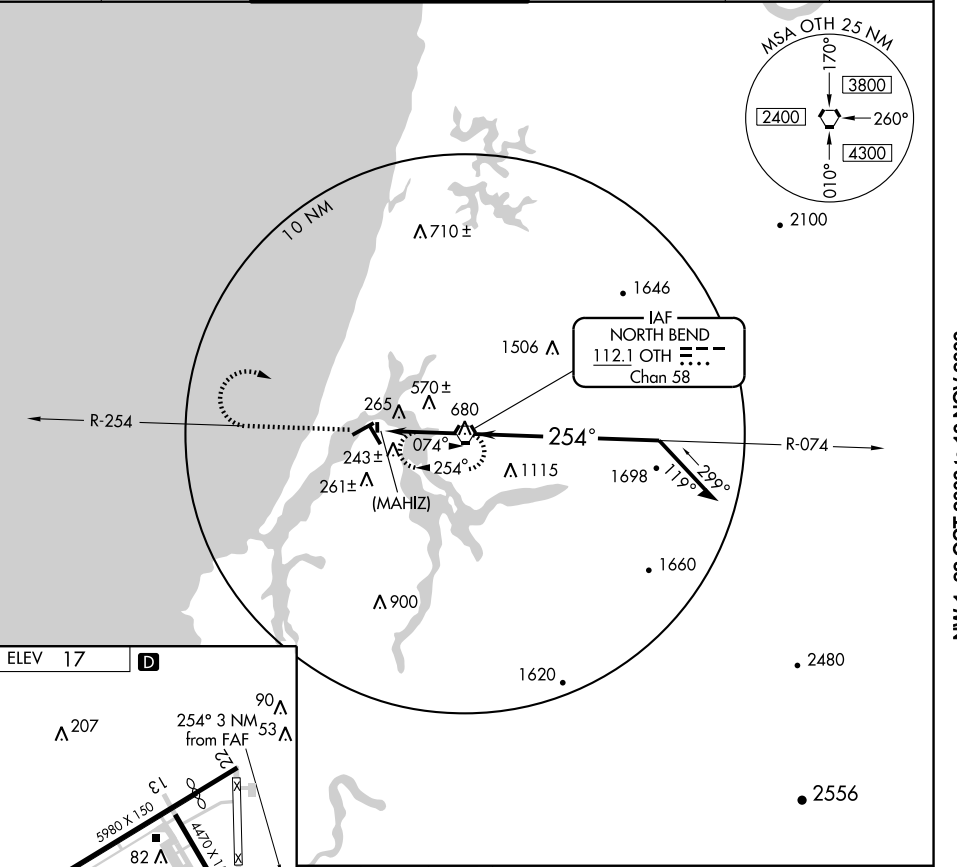
NW-1, 22 OCT 2009 to 19 NOV 2009

▼

▲

MISSED APPROACH: Climb to 2500, then climbing right turn to 3600 direct OTH VORTAC and hold.

AWOS-3 135.075	SEATTLE CENTER 121.4 254.35	SOUTHWEST REGIONAL TOWER ★ 118.45 (CTAF) ①	MC MINNVILLE RADIO 122.4 255.4	GND CON 127.1	UNICOM 122.7
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FAF to MAP 3 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1100-1¼ 1086 (1100-1¼)	1100-1½ 1086 (1100-1½)	1100-3	1086 (1100-3)
Min:Sec	3:00	2:00	1:30	1:12	1:00					

NDB ONO
305

APP CRS
335°

Rwy Idg	5011
TDZE	2193
Apt Elev	2193

NDB RWY 32
ONTARIO MUNI (ONO)



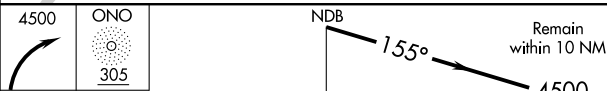
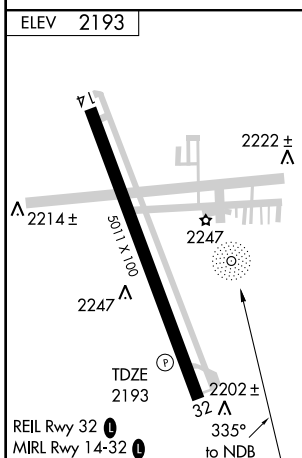
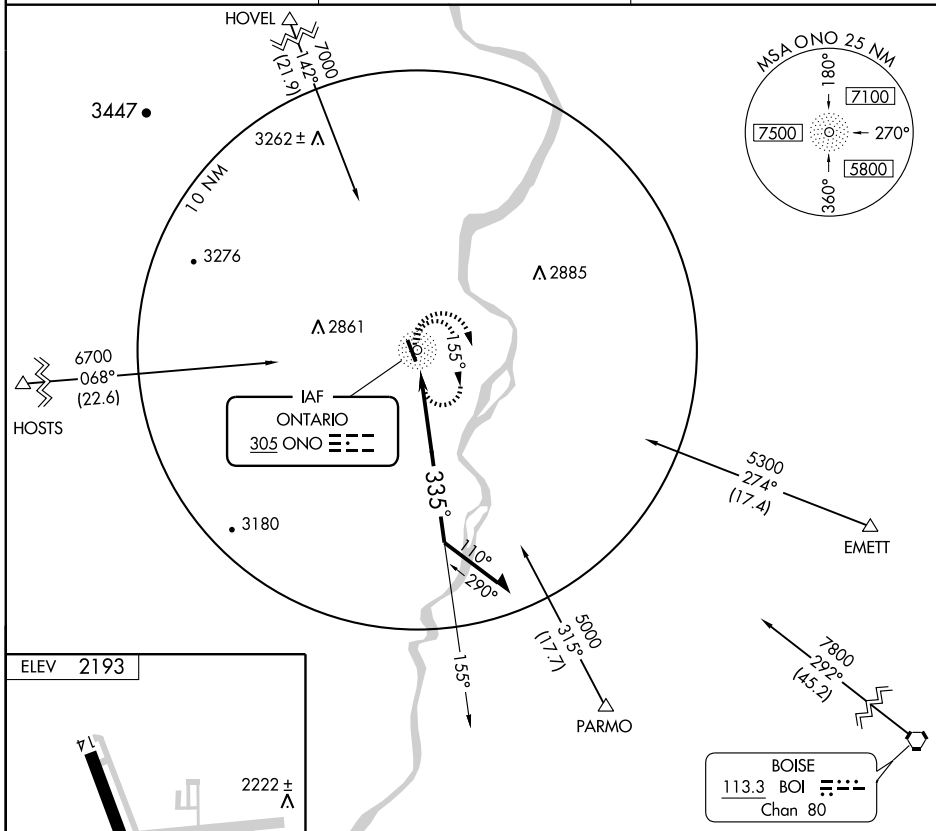
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Caldwell
altimeter setting and increase MDA 100 feet.



MISSED APPROACH: Climbing right turn to 4500 in ONO NDB holding pattern.

ASOS
135.275

SALT LAKE CENTER
128.05 387.15

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-32	3160-1¼ 967 (1000-1¼)	3160-1½ 967 (1000-1½)	3160-3	967 (1000-3)
CIRCLING	3160-1¼ 967 (1000-1¼)	3160-1½ 967 (1000-1½)	3160-3	967 (1000-3)

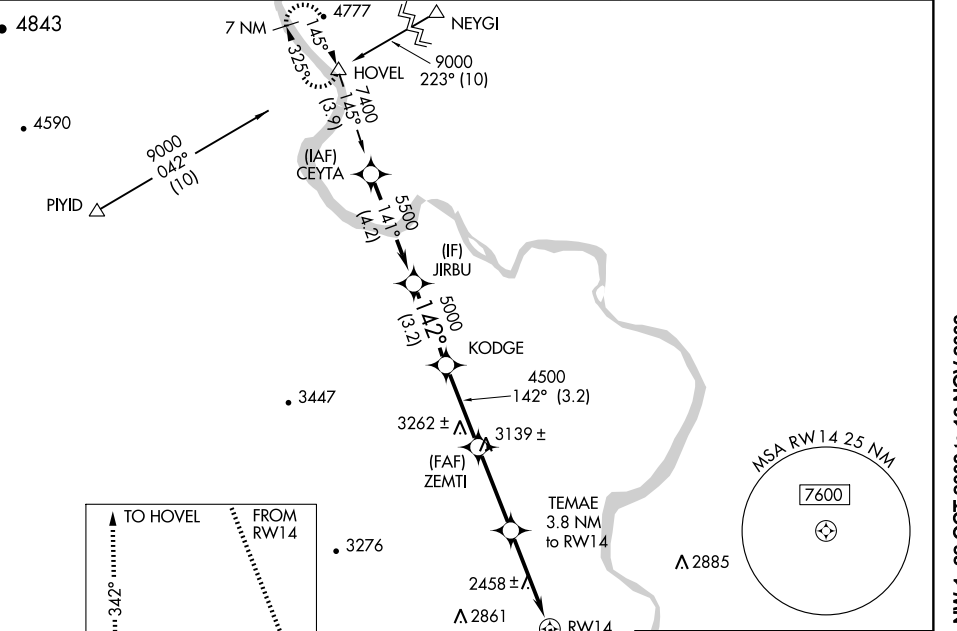
WAAS CH 78207 W14A	APP CRS 142°	Rwy Idg TDZE Apt Elev	5011 2193 2193
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▼ Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP -0.3 NA.

▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 9000 direct TUCUB and right turn via 241° track to LUYID and right turn via 342° track to HOVEL and hold.

ASOS 135.275	SALT LAKE CENTER 128.05 387.15	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA					ELEV 2193	
JIRBU					142° to RWY14	
5500					TDZE 2193	
GS 3.00° TCH 40					2222 ±	
KODGE					2247	
5000					2247	
4500					2202 ±	
3420*					32	
3.2 NM					REIL Rwy 32	
A					MRL Rwy 14-32	
B						
C						
D						
CATEGORY						
LPV DA	2744-2				551 (600-2)	
LNAV/DA VNAV	2781-2				588 (600-2)	
LNAV MDA	2720-1	527 (600-1)	2720-1½	527 (600-1½)	2720-1¾	527 (600-1¾)
CIRCLING	2720-1	2760-1	2760-1½	567 (600-1½)	2760-2	567 (600-2)

NW-1, 22 OCT 2009 to 19 NOV 2009

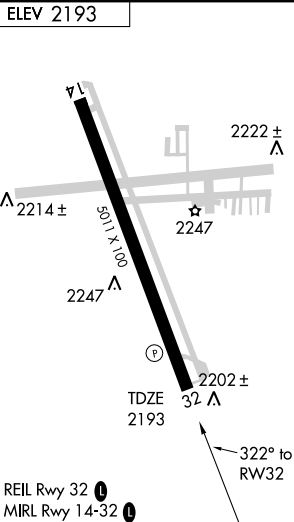
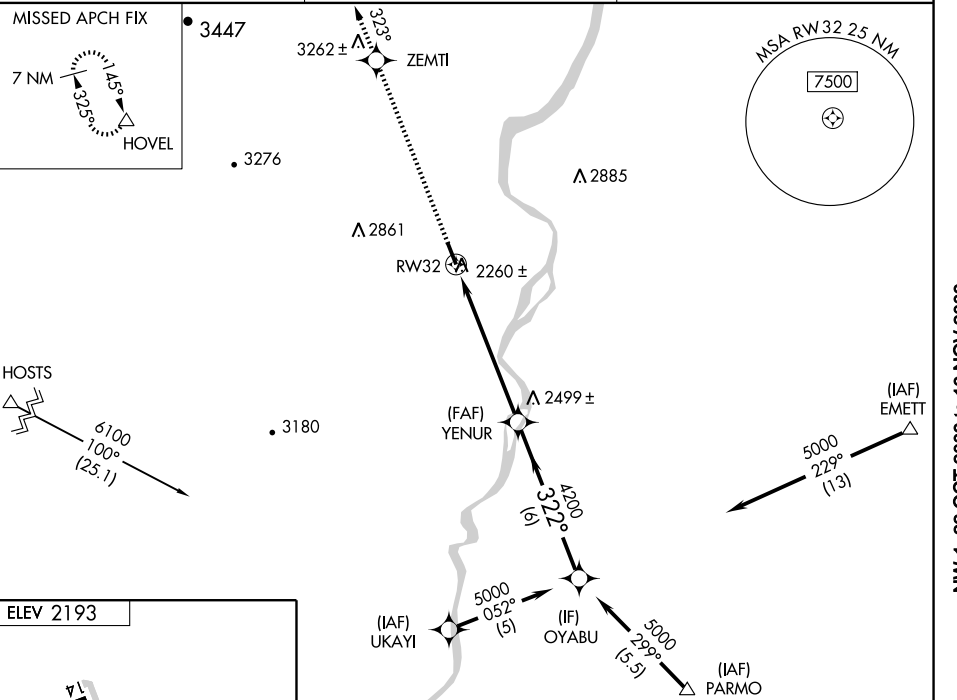
WAAS CH 87007 W32A	APP CRS 322°	Rwy Idg TDZE 5011 2193 Apt Elev 2193
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). Baro-VNAV and VDP NA when using Caldwell altimeter setting.

⚠ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 9000 direct ZEMTI and via 323° track to HOVEL and hold, continue climb-in-hold to 9000.

ASOS 135.275	SALT LAKE CENTER 128.05 387.15	UNICOM 122.8 (CTAF) 1
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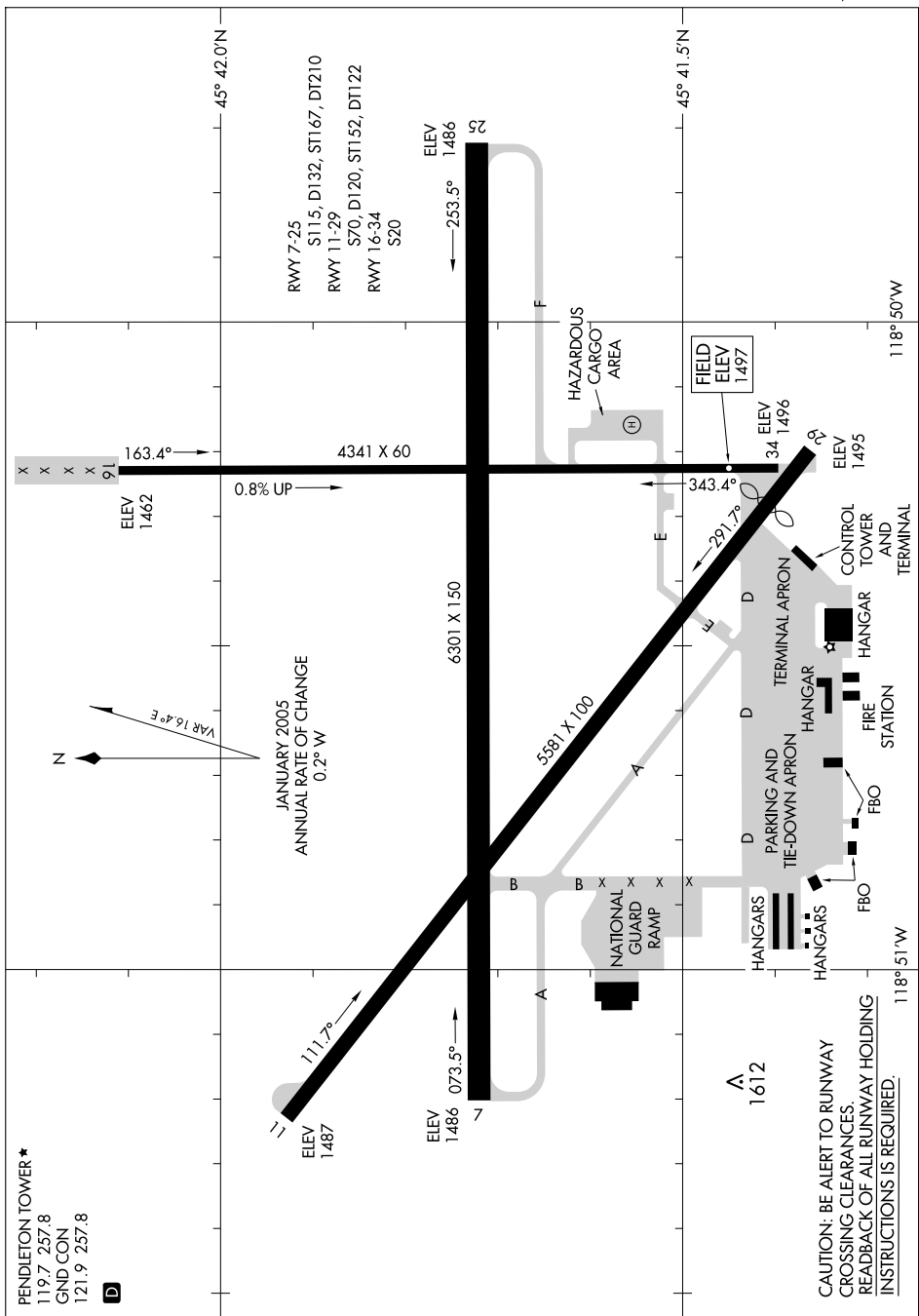


9000	ZEMTI	323° track	HOVEL	Procedure Turn NA
*LNAV only	*1.7 NM to RW32	YENUR	OYABU	5000
RW32	1.7 NM	4.4 NM	6 NM	GS 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA	2443-1		250 (300-1)	
LNAV/VNAV DA	2510-1¼		317 (400-1¼)	
LNAV MDA	2760-1	567 (600-1)	2760-1½ 567 (600-1½)	2760-1¾ 567 (600-1¾)
CIRCLING	2760-1	567 (600-1)	2760-1½ 567 (600-1½)	2760-2 567 (600-2)

NW-1, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

PENDLETON / EASTERN OREGON RGNL (PDT)
AL-316 (FAA)
PENDLETON, OREGON



NW-1. 22 OCT 2009 to 19 NOV 2009

LOC I-PDT	APP CRS	Rwy Idg	6301
110.3	254°	TDZE	1487
		Apt Elev	1497

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

DME from PDT VORTAC. Simultaneous reception of I-PDT and PDT VORTAC DME required.

When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and S-LOC 25 Cat C/D visibility ¼ mile.

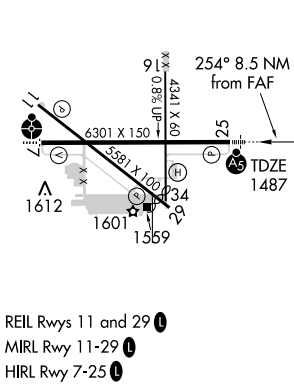
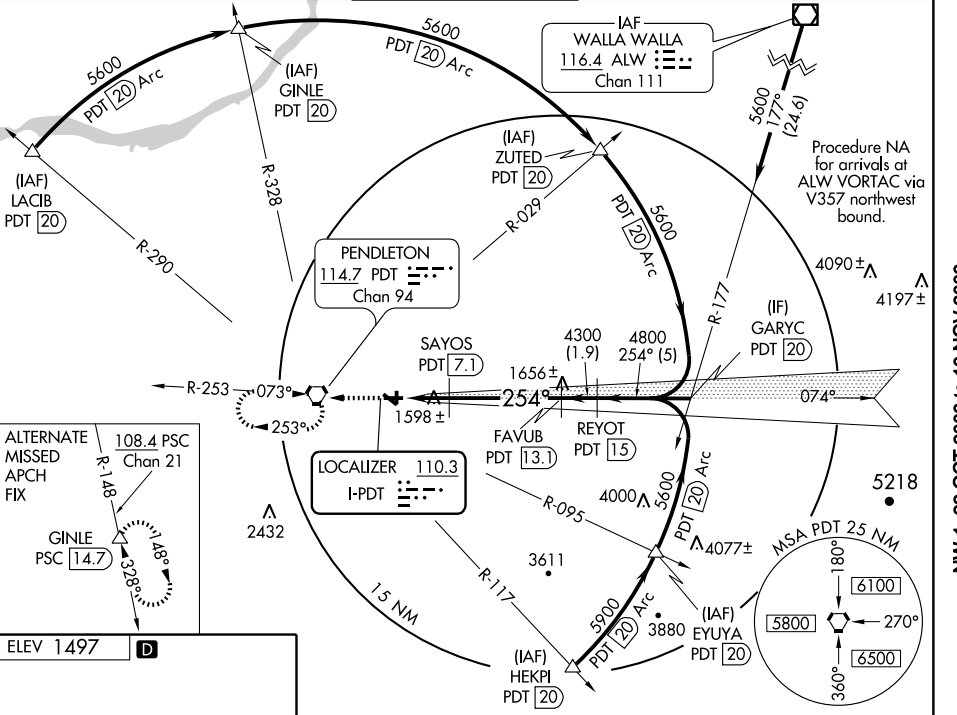
For inoperative MALS when using Walla Walla altimeter setting increase S-ILS 25 visibility all Cats to 1 mile.

**** RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Walla Walla altimeter setting.**

MALS

MISSED APPROACH: Climb to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	CHINOOK APP CON *	PENDLETON TOWER *	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) 257.8	121.9 257.8	122.95



4000	PDT	VGSI and ILS glidepath not coincident.	FAVUB	REYOT	GARYC
114.7	114.7		PDT [13.1]	PDT [15]	PDT [20]
* LOC only	SAYOS		4300	254°	5600
	PDT [7.1]		2320*	4800	Procedure Turn NA
	2.5	6 NM	1.9 NM	5 NM	GS 3.00° TCH 55
CATEGORY	A	B	C	D	
S-ILS 25	** 1687/24 200 (200-½)				
S-LOC 25	1860/24 373 (400-½)				1860/40 373 (400-¾)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)	

REIL Rwy 11 and 29
MIRL Rwy 11-29
HIRL Rwy 7-25

WAAS CH 73012 W07A	APP CRS 074°	Rwy Idg TDZE Apt Elev	6301 1486 1497
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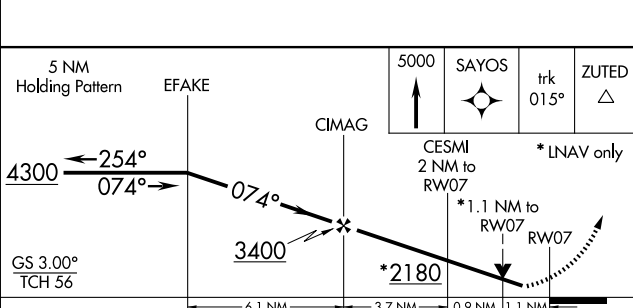
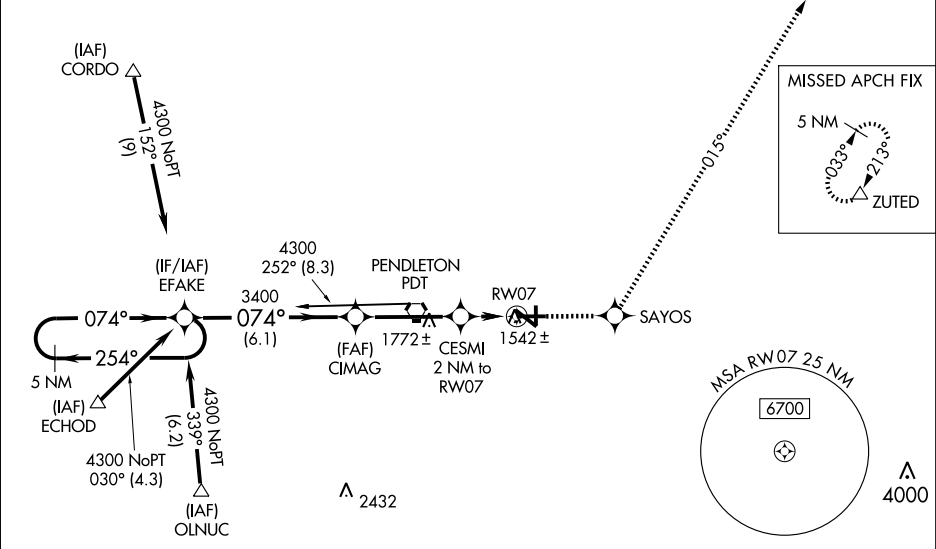
RNAV (GPS) RWY 7
PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

⚠ Inoperative table does not apply to LNAV/VNAV all Cats.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting. When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and all visibilities ¾ mile. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 5000 direct SAYOS and via track 015° to ZUTED and hold.

ASOS 118.325	CHINOOK APP CON* 133.15 379.15	PENDLETON TOWER* 119.7 (CTAF) 0 257.8	GND CON 121.9 257.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1736-¾	250 (300-¾)		
LNAV/VNAV DA	1834-1¼	348 (400-1¼)		
LNAV MDA	1880-¾	394 (400-¾)	1880-1¼	394 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

ELEV 1497 **D**

REIL Rwy 11 and 29 **L**
MIRL Rwy 11-29 **L**
HIRL Rwy 7-25 **L**

WAAS CH 82712 W11A	APP CRS 112°	Rwy Idg 5581 TDZE 1487 Apt Elev 1497
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RNAV (GPS) RWY 11

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

▲ When local altimeter setting not received, use Walla Walla altimeter setting: increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile. VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

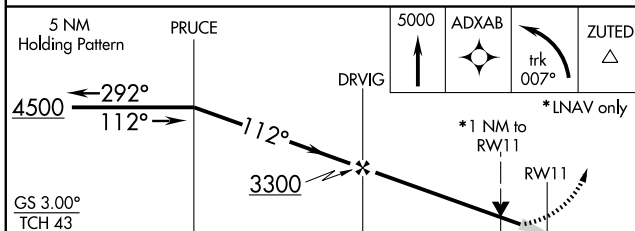
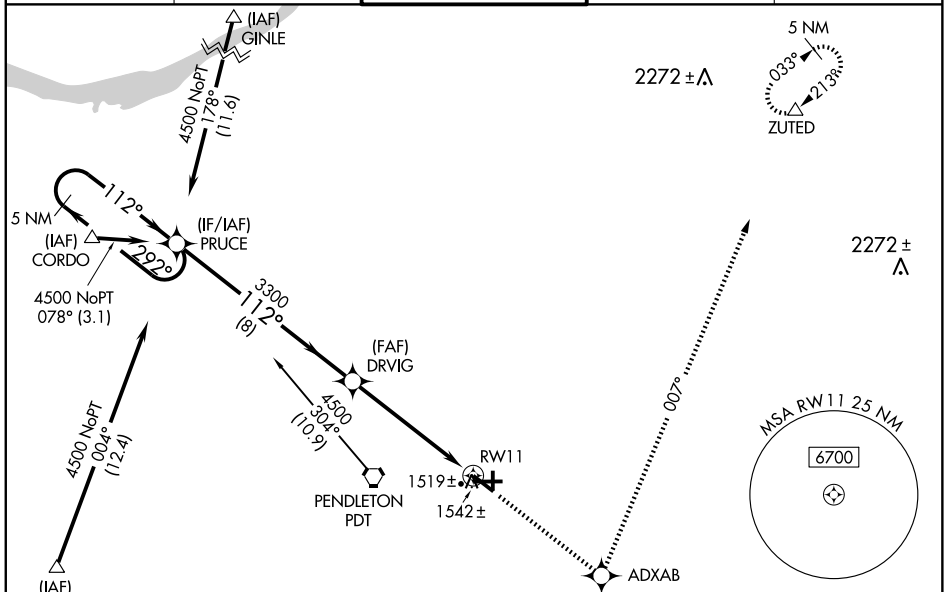
MISSED APPROACH: Climb to 5000 direct
ADXAB and left turn via track 007° to
ZUTED and hold.

ASOS
118.325

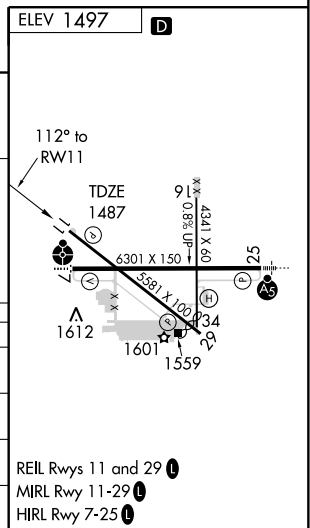
CHINOOK APP CON★
133.15 379.15

PENDLETON TOWER★
119.7 (CTAF) 257.8

GND CON
121.9 257.8

UNICOM
122.95

CATEGORY	A	B	C	D
LPV DA	1737-1 250 (300-1)			
LNAV/VNAV DA	1850-1¼ 363 (400-1¼)			
LNAV MDA	1860-1 373 (400-1)			1860-1¼ 373 (400-1¼)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)



WAAS CH 78412 W25A	APP CRS 254°	Rwy Idg TDZE Apt Elev	6301 1487 1497
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RNAV (GPS) RWY 25

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

- ▼ For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D to RVR 6000.
- ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walla Walla altimeter setting and increase all DA/MDA 120 feet, and all visibilities 1 mile; inoperative table does not apply. VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

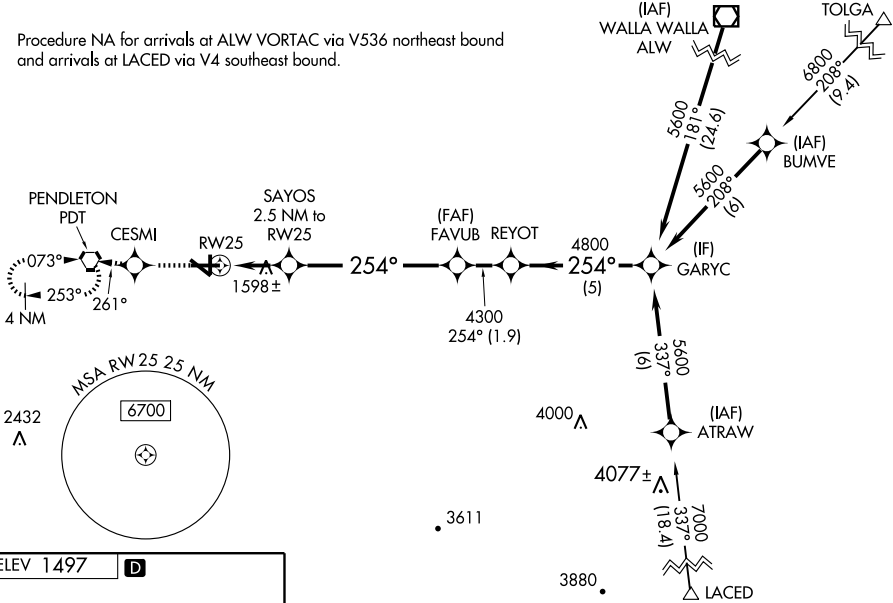
MALS



MISSED APPROACH: Climb to 4000 direct CESMI and via track 261° to PDT VORTAC and hold, continue climb-in-hold to 4000.

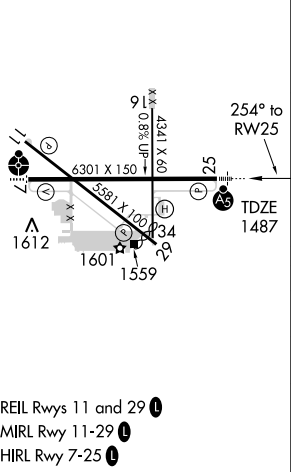
ASOS 118.325	CHINOOK APP CON* 133.15 379.15	PENDLETON TOWER* 119.7 (CTAF) 257.8	GND CON 121.9 257.8	UNICOM 122.95
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Procedure NA for arrivals at ALW VORTAC via V536 northeast bound and arrivals at LACED via V4 southeast bound.



ELEV 1497

D

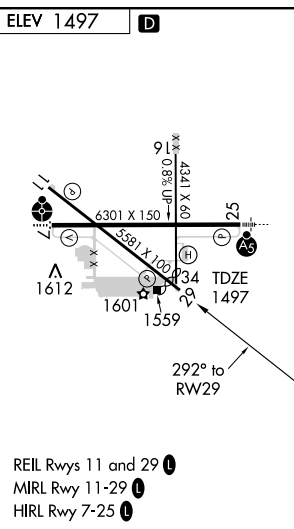
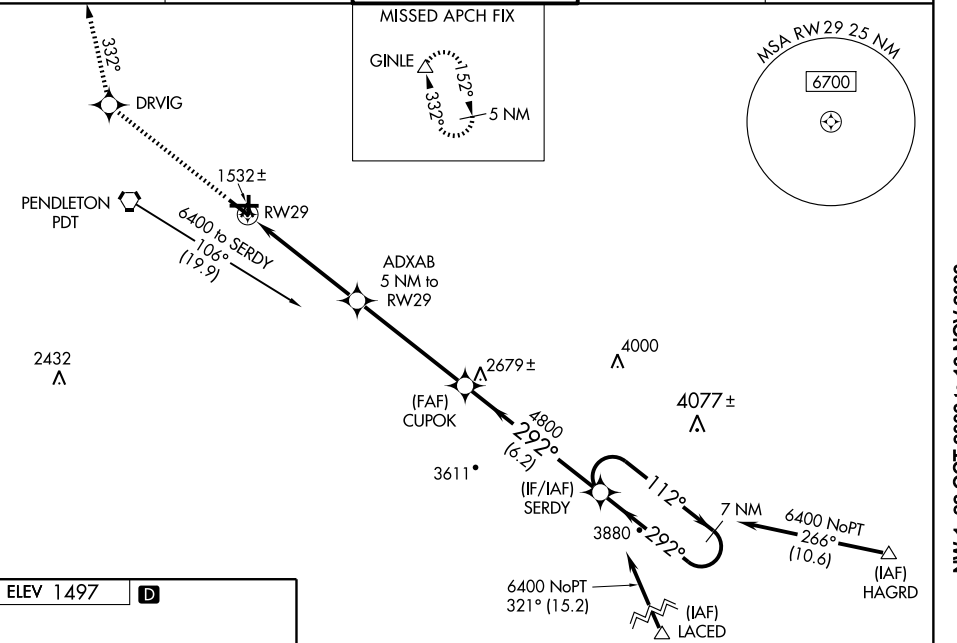


4000	CESMI	trk 261°	PDT	VGSI and RNAV glidepath not coincident.
*LNAV only	SAYOS 2.5 NM to RW25	FAVUB	REYOT	GARYC
1.1 NM to RW25	2320	4300	5600	Procedure Turn NA GS 3.00° TCH 55
1.1 NM	1.4 NM	6 NM	1.9 NM	5 NM
CATEGORY	A	B	C	D
LPV DA	1687/24 200 (200-½)			
LNAV/VNAV DA	1800/24 313 (400-½)			1800/40 313 (400-¾)
LNAV MDA	1860/24 373 (400-½)			1860/50 373 (400-1)
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)

⚠ Inoperative table does not apply.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Walla Walla altimeter setting: increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile.
VDP and Baro-VNAV NA when using Walla Walla altimeter setting.

MISSED APPROACH: Climb to 5000 direct DRVIG and via track 332° to GINLE and hold.

ASOS 118.325	CHINOOK APP CON* 133.15 379.15	PENDLETON TOWER* 119.7 (CTAF) 0 257.8	GND CON 121.9 257.8	UNICOM 122.95
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5000	DRVIG	trk 332°	GINLE	VGSI and RNAV glidepath not coincident.			
*LNAV only		ADXAB 5 NM to RWY 29	CUPOK	SERDY	7 NM Holding Pattern		
*0.9 NM to RWY 29					112° → 6400		
RWY 29					← 292°		
0.9		4.1 NM	4.9 NM	6.2 NM	GS 3.00° TCH 55		
CATEGORY	A	B	C	D			
LPV DA	1747-1		250 (300-1)				
LNAV/VNAV DA	1801-1		304 (400-1)				
LNAV MDA	1860-1		363 (400-1)		1860-1¼ 363 (400-1¼)		
CIRCLING	1920-1 423 (500-1)	1960-1 463 (500-1)	1960-1½ 463 (500-1½)	2060-2 563 (600-2)			

REIL Rwy 11 and 29 **Ⓛ**
MIRL Rwy 11-29 **Ⓛ**
HIRL Rwy 7-25 **Ⓛ**

VOR RWY 7

VORTAC PDT	APP CRS	Rwy Idg	6301
114.7	073°	TDZE	1486
Chan 94		Apt Elev	1497

PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT)

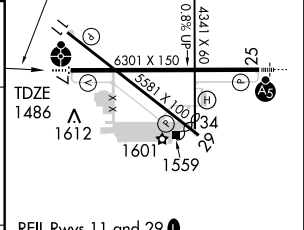
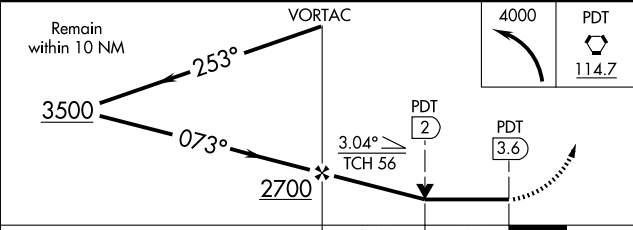
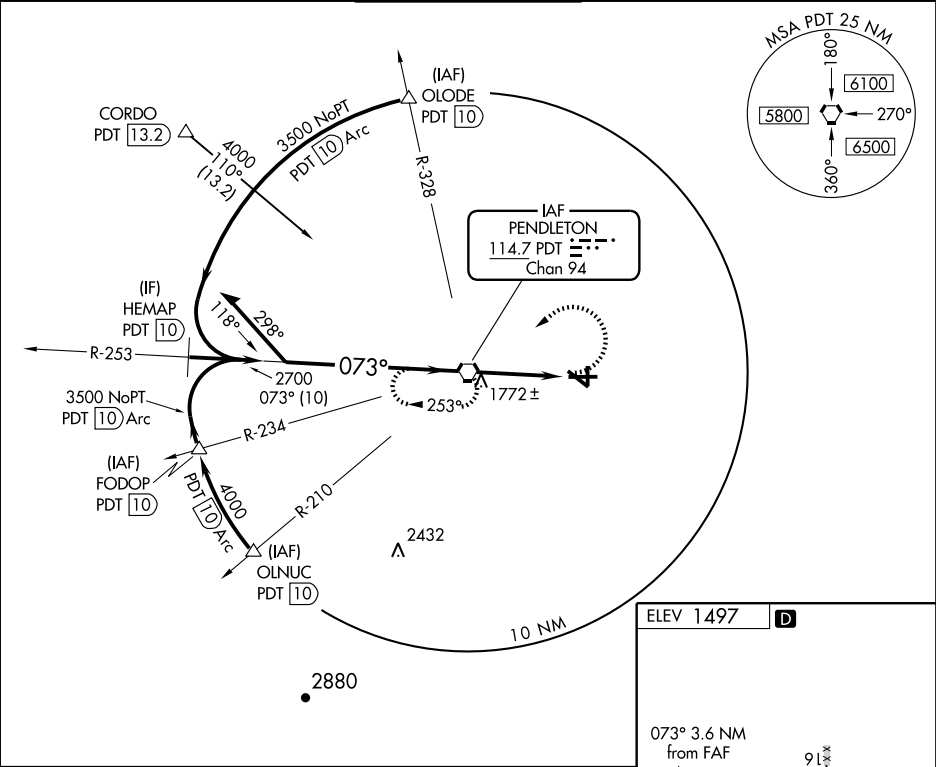
⚠ Inoperative table does not apply to S-7 Cat C.
Visibility reduction by helicopters NA.

⚠ When local altimeter setting not received, use Walla Walla altimeter setting and increase all MDA 120 feet, and all visibilities ½ mile.
Inoperative table does not apply when using Walla Walla altimeter setting.
VDP NA when using Walla Walla altimeter setting.

ODALS

MISSED APPROACH: Climbing left turn to 4000 direct PDT VORTAC and hold, continue climb-in-hold to 4000.

ASOS	CHINOOK APP CON*	PENDLETON TOWER*	GND CON	UNICOM
118.325	133.15 379.15	119.7 (CTAF) 257.8	121.9 257.8	122.95



CATEGORY	A	B	C	D
S-7	2040-¾ 554 (600-¾)	2040-1½ 554 (600-1½)	2040-1¾ 554 (600-1¾)	2040-2 554 (600-2)
CIRCLING	2040-1 543 (600-1)	2040-1½ 543 (600-1½)	2040-2 563 (600-2)	2040-2 563 (600-2)

REIL Rwy 11 and 29

MIRL Rwy 11-29

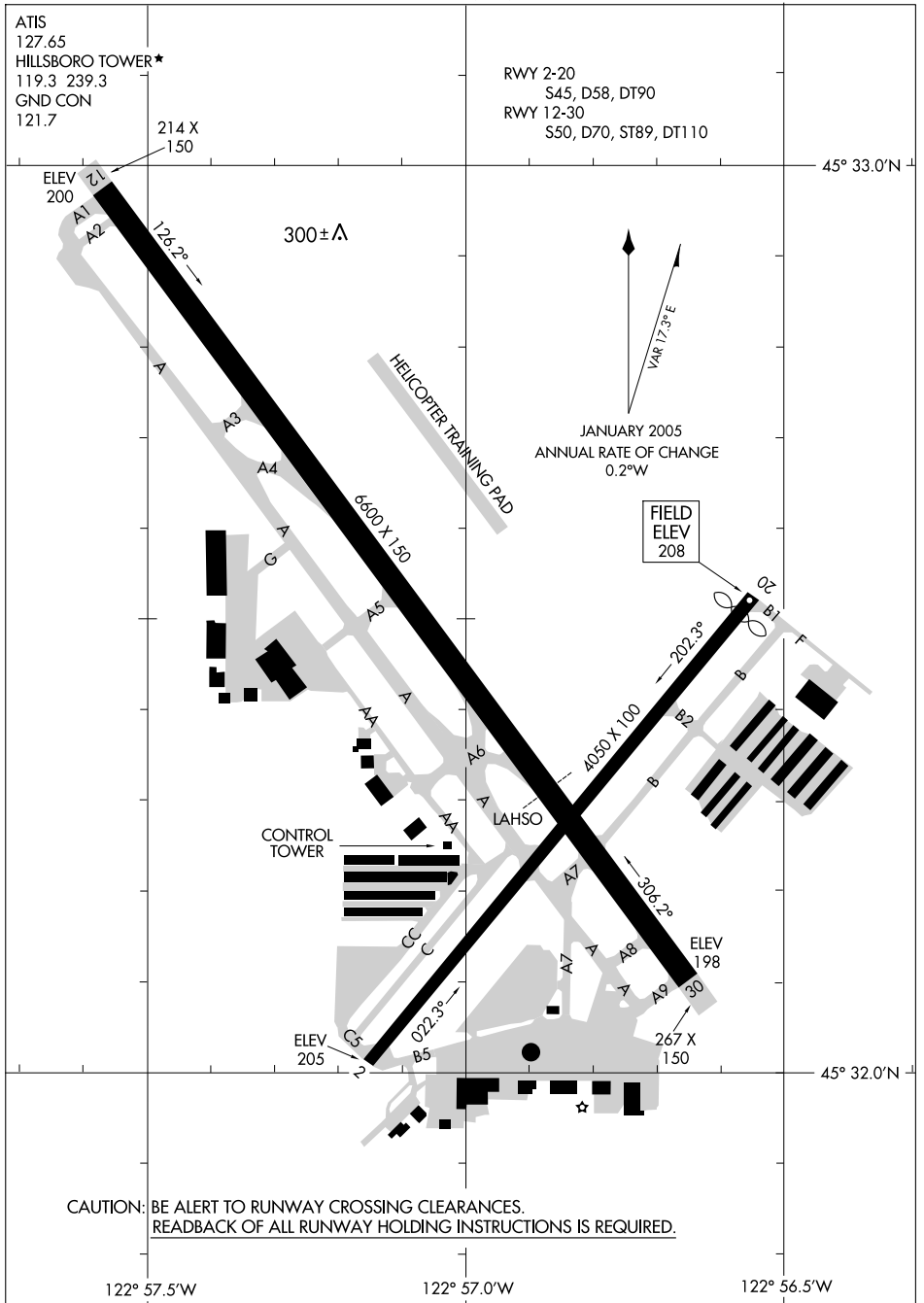
HIRL Rwy 7-25

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

AIRPORT DIAGRAM

AL-5063 (FAA)

 PORTLAND-HILLSBORO (HIO)
 PORTLAND, OREGON


CANBY SEVEN DEPARTURE

SL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)

PORTLAND, OREGON

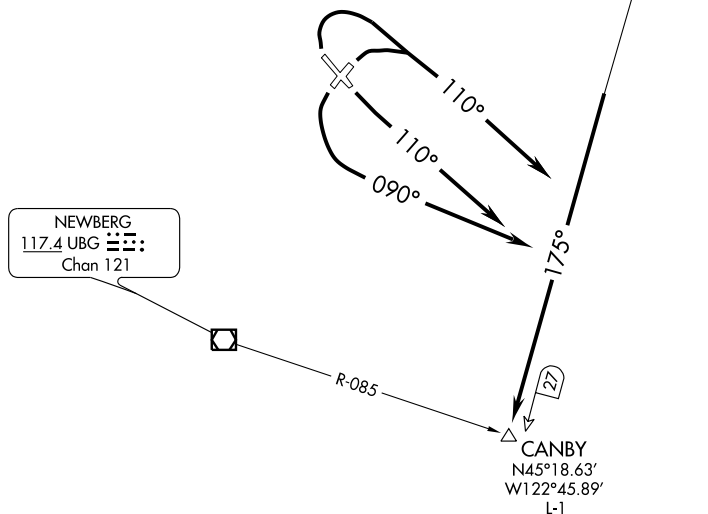
ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6

BATTLEGROUND
116.6 BTG
Chan 113

TAKE-OFF MINIMUMS

Rwy 2: Standard with minimum climb of 307' per NM to 2700.
Rwy 12: Standard with minimum climb of 308' per NM to 2700.
Rwy 20: Standard.
Rwy 30: Standard with minimum climb of 280' per NM to 2700.

NEWBERG
117.4 UBG
Chan 121



TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple roads beginning 246' from DER, 3' right of centerline, up to 15' AGL/220' MSL.
Rwy 12: Multiple trees beginning 1,842' from DER, 222' left of centerline, up to 125' AGL/324' MSL.
Multiple trees beginning 3,629' from DER, 46' right of centerline, up to 143' AGL/332' MSL.
Rwy 20: Multiple trees and pole beginning 967' from DER, 118' left of centerline, up to 93' AGL/292' MSL.
Vent on hangar 63' from DER, 428' left of centerline, 26' AGL/225' MSL.
Multiple trees and antenna on bldg beginning 965' from DER, 449' right of centerline, up to 74' AGL/273' MSL.
Rwy 30: Multiple trees beginning 1,664' from DER, 623' right of centerline, up to 194' AGL/363' MSL.
Pole 702' from DER, 603' left of centerline, 26' AGL/215' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 30: Turn right heading 110°, thence

TAKE-OFF RUNWAY 12: Turn left heading 110°, thence

TAKE-OFF RUNWAY 20: Turn left heading 090°, thence

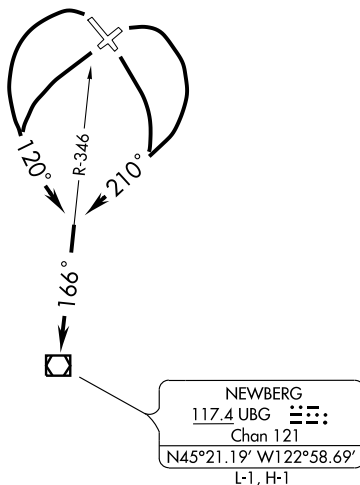
. . . . Intercept and proceed via BTG R-175 to CANBY INT. Thence via (assigned route).

FARMINGTON FOUR DEPARTURE

SL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6

TAKE-OFF MINIMUMS

Rwy 2: Standard with minimum climb of 307' per NM to 2700.

Rwys 12, 20: Standard.

Rwy 30: 200-1¼ or standard with minimum climb of 223' per NM to 500.

Alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple roads beginning 246' from DER, 3' right of centerline, up to 15' AGL/220' MSL.

Rwy 12: Multiple trees beginning 1,842' from DER, 222' left of centerline, up to 125' AGL/324' MSL.

Multiple trees beginning 3,629' from DER, 46' right of centerline, up to 143' AGL/332' MSL.

Rwy 20: Multiple trees and pole beginning 967' from DER, 118' left of centerline, up to 93' AGL/292' MSL.

Vent on hangar 63' from DER, 428' left of centerline, 26' AGL/225' MSL.

Multiple trees and antenna on bldg beginning 965' from DER, 449' right of centerline, up to 74' AGL/273' MSL.

Rwy 30: Multiple trees beginning 1,664' from DER, 623' right of centerline, up to 194' AGL/363' MSL.

Pole 702' from DER, 603' left of centerline, 26' AGL/215' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12: Turn right heading 210°, thence

TAKE-OFF RUNWAYS 20, 30: Turn left heading 120°, thence

. . . . Intercept and proceed via UBG R-346 to UBG VOR/DME. Thence via (assigned route).

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

PORTLAND APP CON

124.35 299.2

PORTLAND INTL ATIS

128.35 269.9

PORTLAND-HILLSBORO ATIS

127.65

SEATTLE

116.8 SEA

Chan 115

N47°26.12'-W122°18.58'

L-1, H-1

10000
+9700
161°
(71)HELNS
N46°15.42'
W122°18.58'10000
180°
(111)7000
(22)

BATTLE GROUND

116.6 BTG

Chan 113

N45°44.87'-W122°35.49'

KRATR

N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .

PROP/TURBOPROP: Cross at and maintain 10,000'.

TURBOJET: Cross at and maintain 12,000' at 300 KIAS or less.

PORTLAND
INTLPORTLAND-
HILLSBORO

PORTLAND-TROUTDALE

AURORA
STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....

.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....

LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.

LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

LOC I-HIO	APP CRS	Rwy Idg	6600
110.7	123°	TDZE	199
		Apt Elev	204

ILS or LOC RWY 12

PORTLAND-HILLSBORO (HIO)

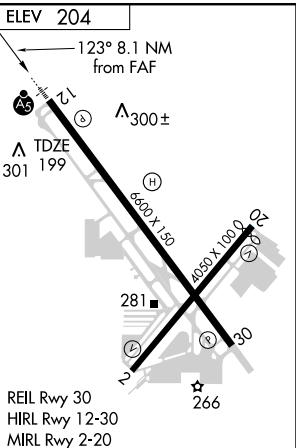
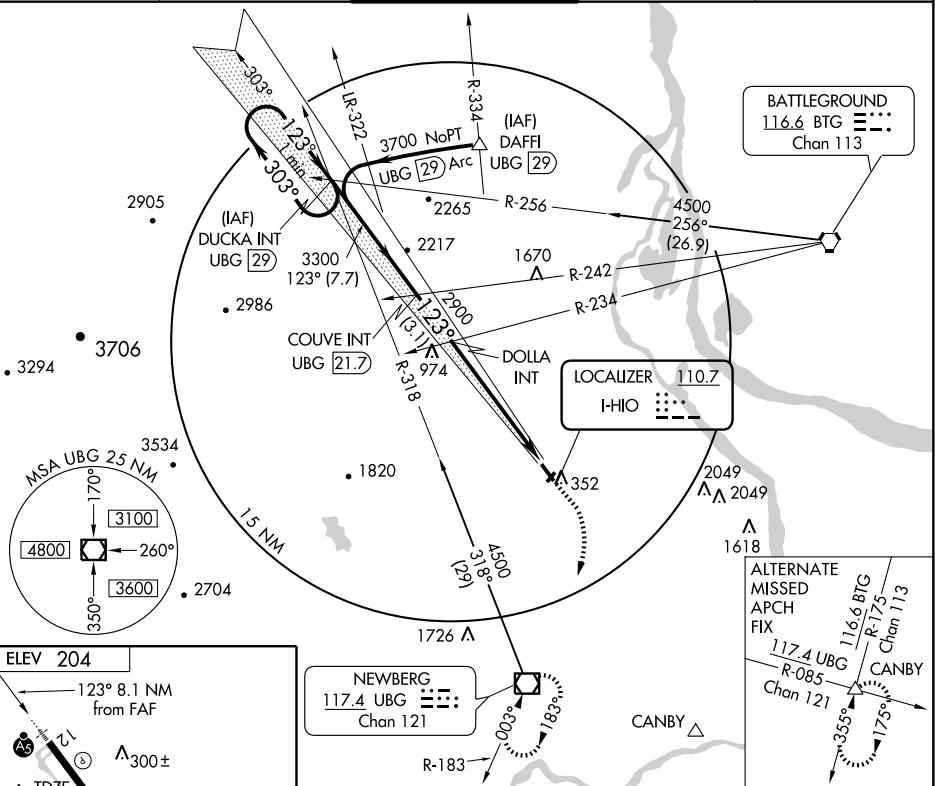
⚠

DUCKA INT requires UBG VOR/DME and BTG VORTAC.
If local altimeter setting not received, use Portland Intl
altimeter setting and increase all DAs/MDAs 60 feet.

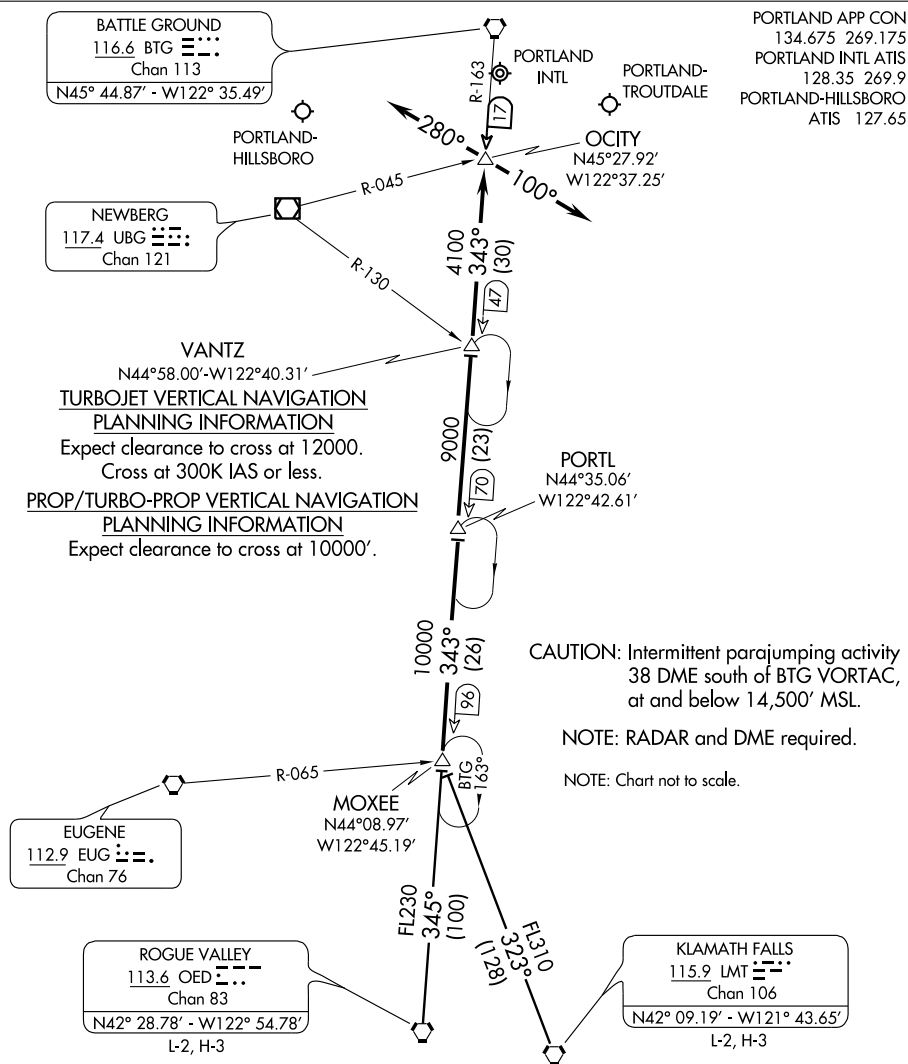
MAISR

MISSED APPROACH: Climb to 1000 then climbing
right turn to 3000 direct UBG VOR/DME and hold.

ATIS 127.65	PORTLAND APP CON 126.0 284.6	HILLSBORO TOWER★ 119.3 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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One Minute Holding Pattern		DUCKA INT UBG 29	COUVE INT UBG 21.7	DOLLA INT	1000 3000 UBG 117.4
GS 3.00° TCH 54		3700	3300	2900	VGSI and ILS glidepath not coincident.
		7.7 NM	3.1 NM	8.1 NM	
CATEGORY	A	B	C	D	
S-ILS 12	399-½ 200 (200-½)				
S-LOC 12	1140-¾	941 (1000-¾)	1140-2¼ 941 (1000-2¼)	1140-2½ 941 (1000-2½)	
CIRCLING	1140-1¼	936 (1000-1¼)	1140-2¾ 936 (1000-2¾)	1140-3 936 (1000-3)	



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

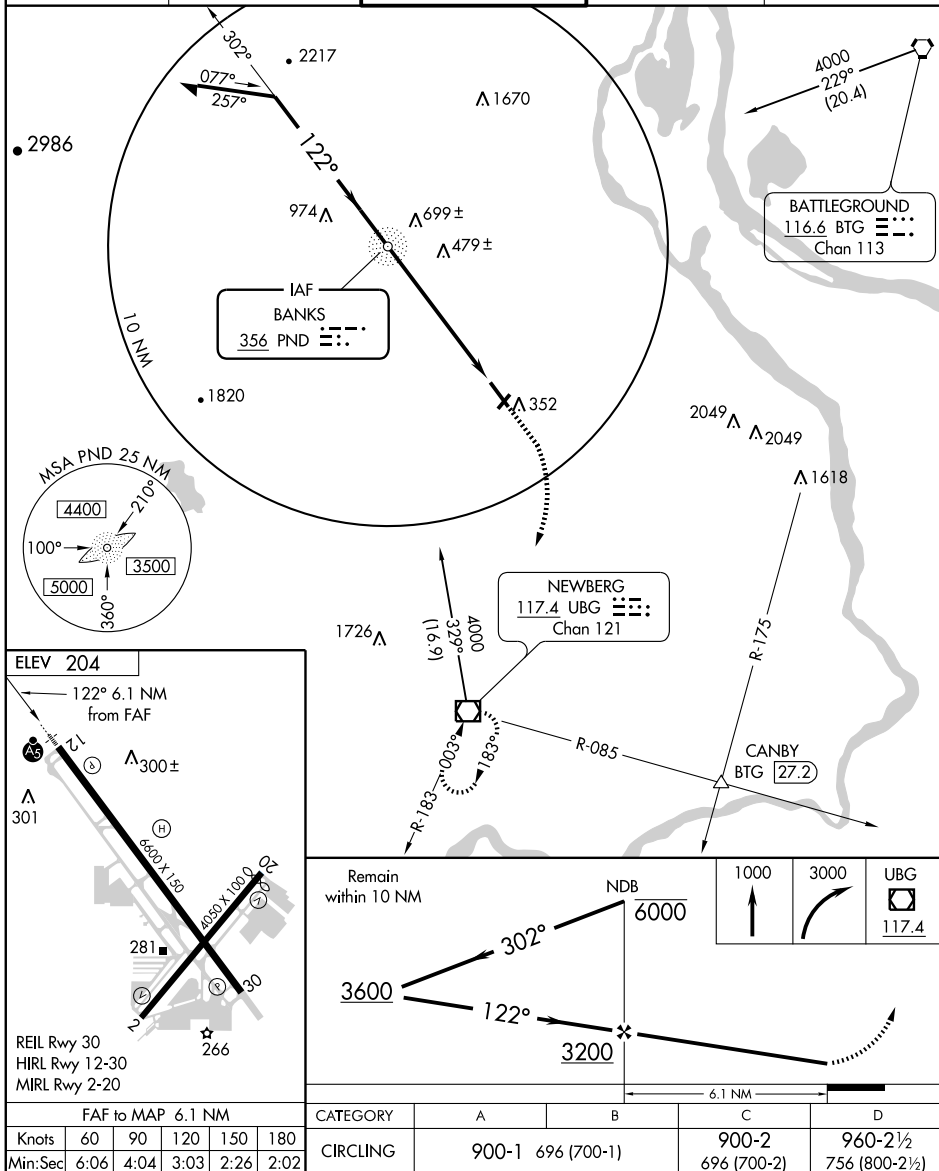
LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

PND NDB 356	APP CRS 122°	Rwy Idg TDZE Apt Elev	N/A N/A 204
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NDB-B
PORTLAND-HILLSBORO (HIO)

MISSED APPROACH: Climb to 1000, then climbing right turn to 3000 direct UBG VOR/DME and hold.

ATIS 127.65	PORTLAND APP CON 126.0 284.6	HILLSBORO TOWER* 119.3 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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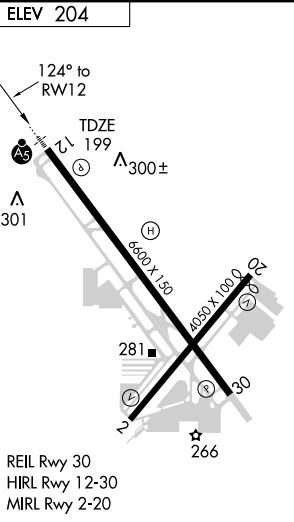
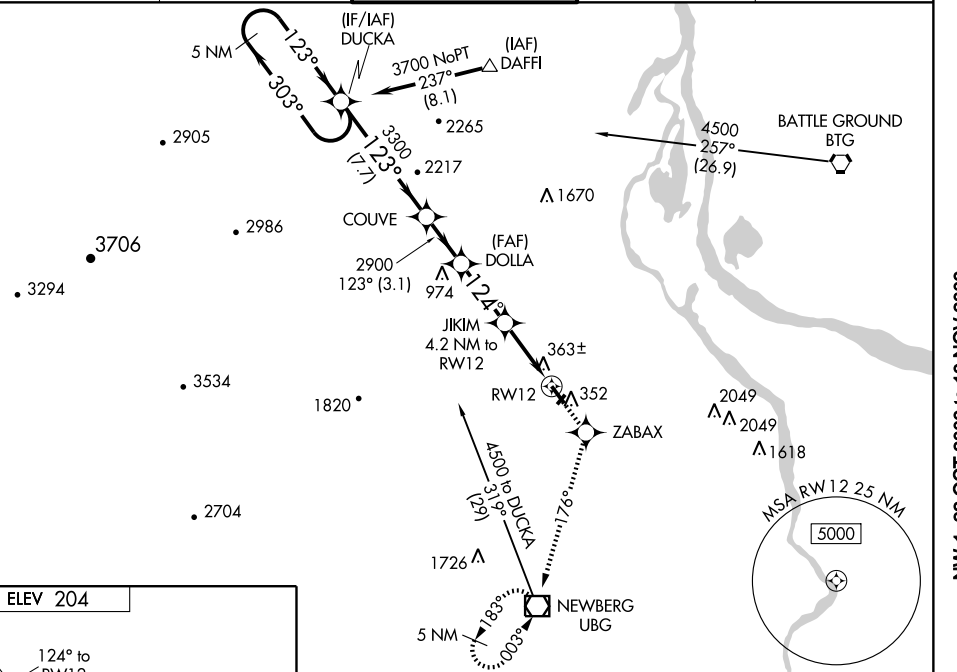
WAAS CH 69502 W12A	APP CRS 124°	Rwy Idg TDZE Apt Elev	6600 199 204
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⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
⚠ If local altimeter setting not received, use Portland Intl altimeter setting and increase all DAs/MDAs 60 feet.
VDP NA when using Portland Intl altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to 1½, and LNAV Cat D visibility 1¼. Baro-VNAV NA when using Portland Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ZABAX and via 176° track to UBG VOR/DME and hold, continue climb-in-hold to 3000.

ATIS 127.65	PORTLAND APP CON 126.0 284.6	HILLSBORO TOWER* 119.3 (CTAF) 239.3	GND CON 121.7	UNICOM 122.95
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VGSI and RNAV glidepath not coincident.				
5 NM Holding Pattern				
GS 3.00° TCH 54				
CATEGORY	A	B	C	D
LPV DA	598-1 399 (400-1)			
LNAV/VNAV DA	651-1 452 (500-1)			
LNAV MDA	620-1½ 421 (500-1½)		620-¾ 421 (500-¾)	620-1 421 (500-1)
CIRCLING	680-1½ 476 (500-1½)		760-2 556 (600-2)	

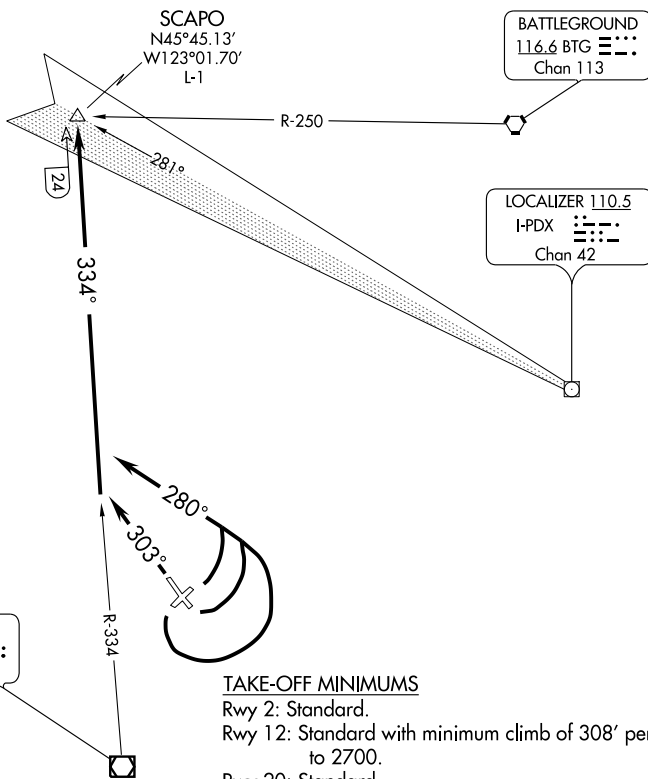
NW-1. 22 OCT 2009 to 19 NOV 2009

SCAPO FOUR DEPARTURE

SL-5063 (FAA)

PORTLAND-HILLSBORO (HIO)
PORTLAND, OREGON

ATIS 127.65
GND CON
121.7
HILLSBORO TOWER ★
119.3 (CTAF) 239.3
PORTLAND DEP CON
126.0 284.6



TAKE-OFF OBSTACLE NOTES

- Rwy 2: Multiple roads beginning 246' from DER, 3' right of centerline, up to 15' AGL/220' MSL.
- Rwy 12: Multiple trees beginning 1,842' from DER, 222' left of centerline, up to 125' AGL/324' MSL.
Multiple trees beginning 3,629' from DER, 46' right of centerline, up to 143' AGL/332' MSL.
- Rwy 20: Multiple trees and pole beginning 967' from DER, 118' left of centerline, up to 93' AGL/292' MSL.
Vent on hangar 63' from DER, 428' left of centerline, 26' AGL/225' MSL.
Multiple trees and antenna on bldg beginning 965' from DER, 449' right of centerline, up to 74' AGL/273' MSL.
- Rwy 30: Multiple trees beginning 1,664' from DER, 623' right of centerline, up to 194' AGL/363' MSL.
Pole 702' from DER, 603' left of centerline, 26' AGL/215' MSL.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 12, AND 20: Turn left heading 280°, thence . . .

TAKE-OFF RUNWAY 30: Climb via heading 303°, thence . . .

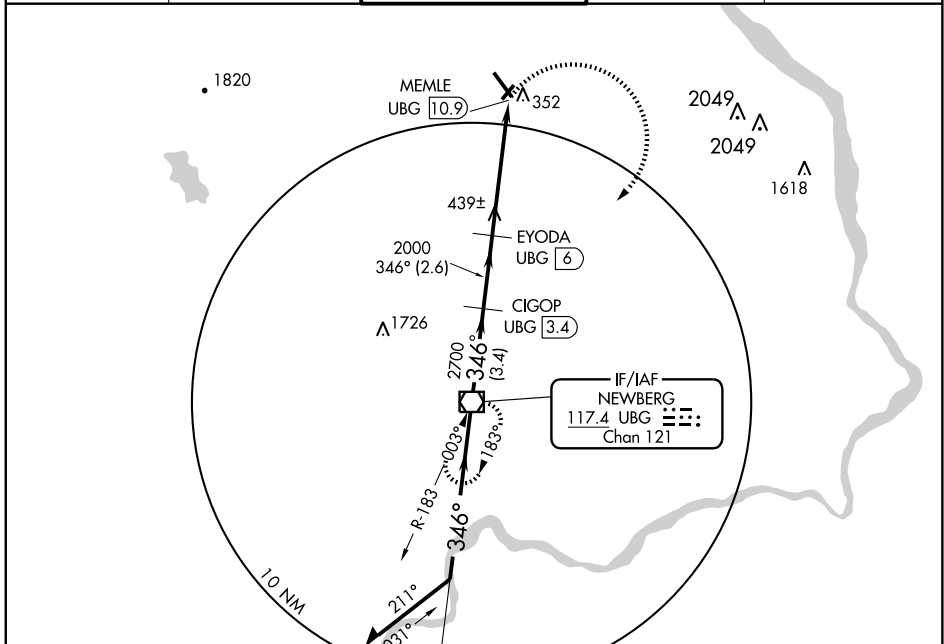
. . . Intercept and proceed via UBG R-334 to SCAP04 INT, thence via (assigned route).

VOR/DME UBG 117.4 Chan 121	APP CRS 346°	Rwy Idg TDZE Apt Elev N/A N/A 204
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VOR/DME-C

PORTLAND-HILLSBORO (H10)

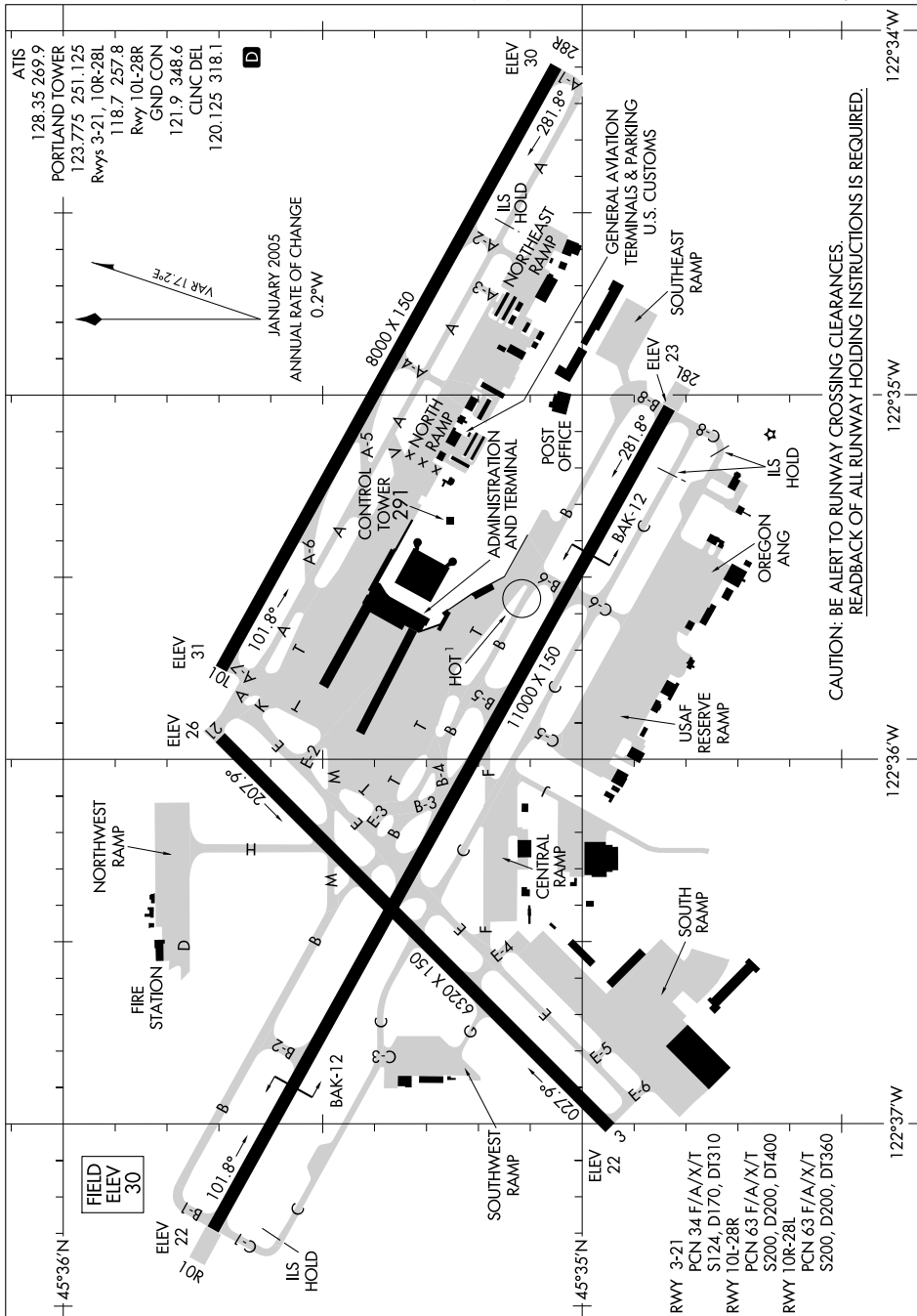
		MISSED APPROACH: Climbing right turn to 3000 direct UBG VOR/DME and hold.		
ATIS 127.65	PORTLAND APP CON 126.0 284.6	HILLSBORO TOWER ★ 119.3 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95



07275

AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NW-1. 22 OCT 2009 to 19 NOV 2009

BONVL SIX ARRIVAL

ST-330 (FAA)

PORTLAND INTEL
PORTLAND, OREGON

KIMBERLY TRANSITION (IMB, BONVL6): From over IMB VORTAC via IMB R-287 to DUFUR, then via PDX R-079 to BONVL, Thence. . . .

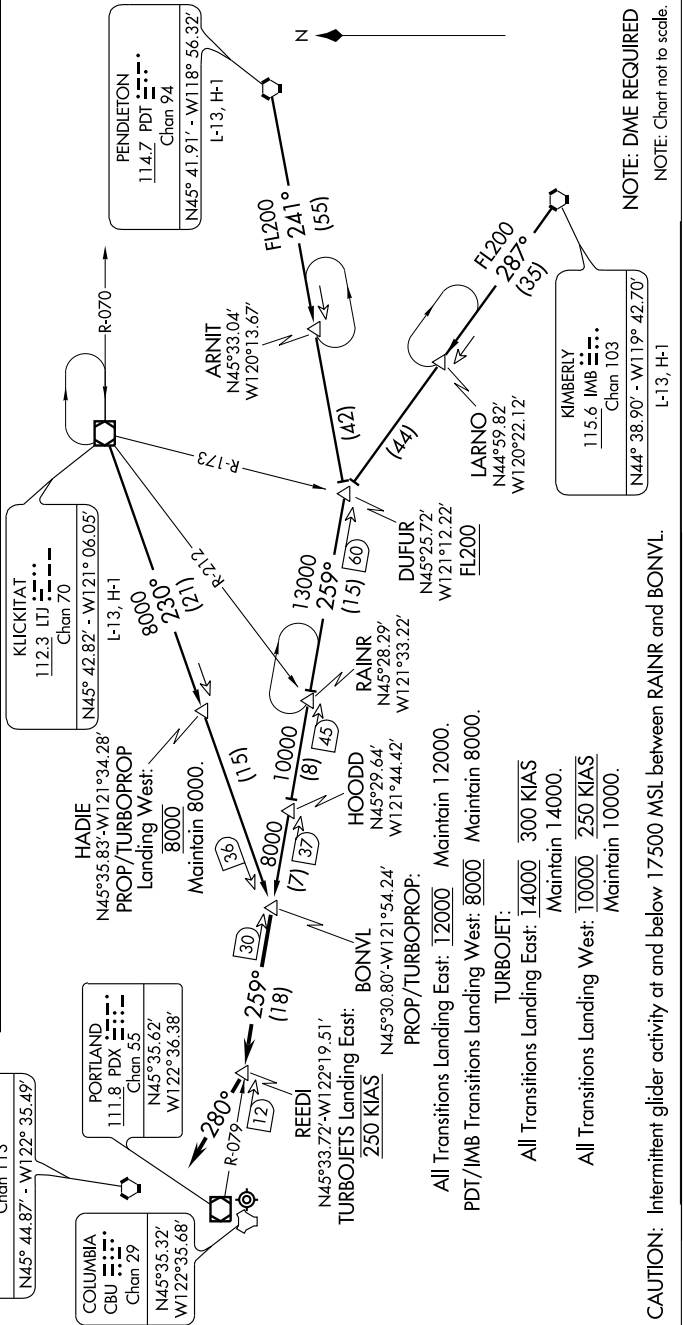
KLUCKITAT TRANSITION (LTJ, BONVL6): From over LTJ VOR/DME via LTJ R-230 to BONVL. Thence. . . .

PENDLETON TRANSITION (PDT, BONVL6): From over PDT VORTAC via PDT R-241 to DUFUR, then via PDX R-079 to BONVL. Thence. . . .

....From over BONVL:

Landing East - via PDX R-079 to REEDI DME fix. Depart REEDI DME fix heading 280° for radar vectors to final approach course.

Landing West - via PDX R-079 to REEDI DME fix, for radar vectors to final approach course.

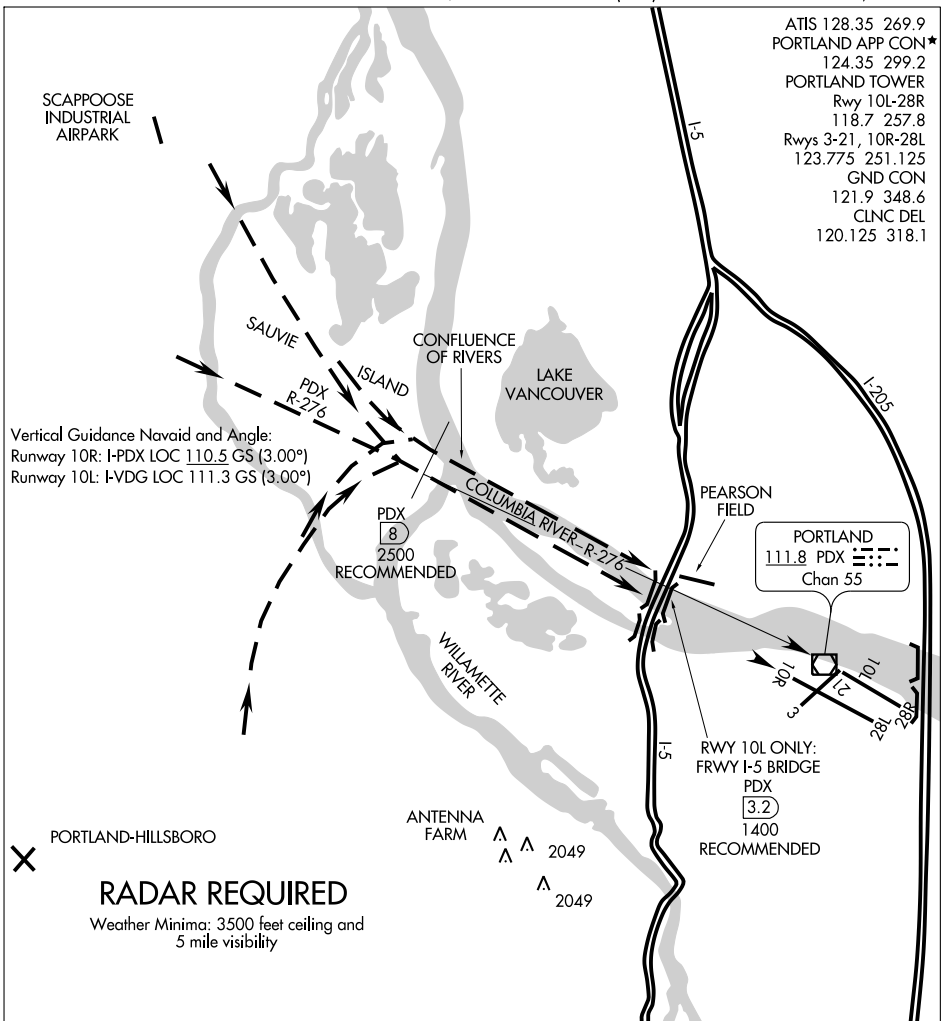


COLUMBIA VISUAL RWY 10L/R

AL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON



PROCEDURE NOT AUTHORIZED AT NIGHT.

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

PORTLAND APP CON

124.35 299.2

PORTLAND INTL ATIS

128.35 269.9

PORTLAND-HILLSBORO ATIS

127.65

SEATTLE

116.8 SEA

Chan 115

N47°26.12'-W122°18.58'

L-1, H-1

10000
+9700
161°
(71)HELNS
N46°15.42'
W122°18.58'10000
180°
(111)7000
(22)

BATTLE GROUND

116.6 BTG

Chan 113

N45°44.87'-W122°35.49'

KRATR

N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .

PROP/TURBOPROP: Cross at and maintain 10,000'.

TURBOJET: Cross at and maintain 12,000' at 300 KIAS or less.

PORTLAND
INTLPORTLAND-
HILLSBORO

PORTLAND-TROUTDALE

AURORA
STATE

NOTE: Chart not to scale.

NOTE: DME and RADAR required.



SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....

.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....

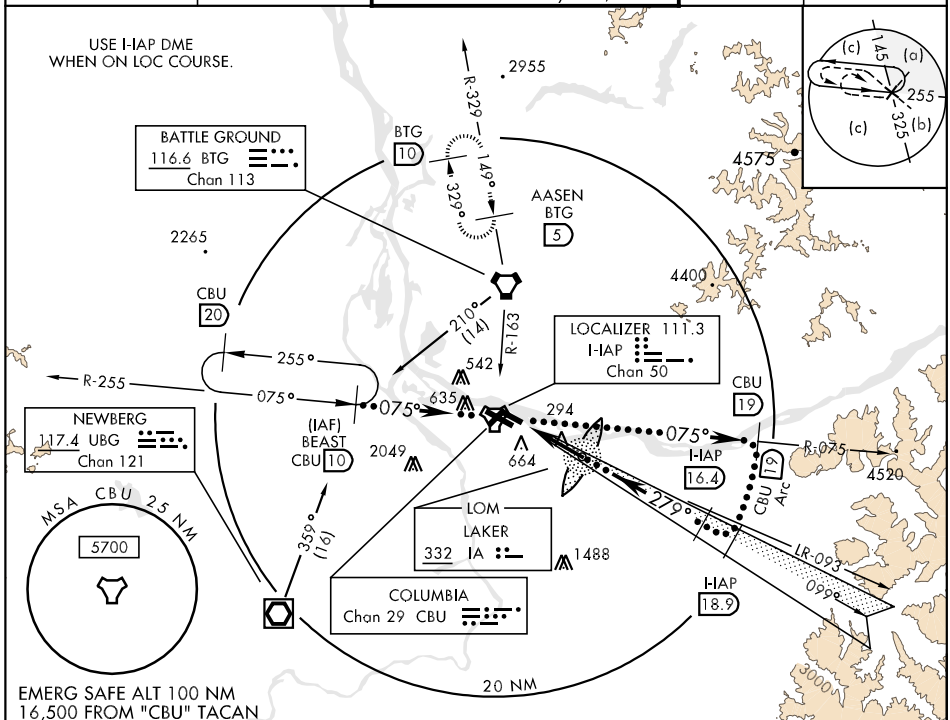
LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.

LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

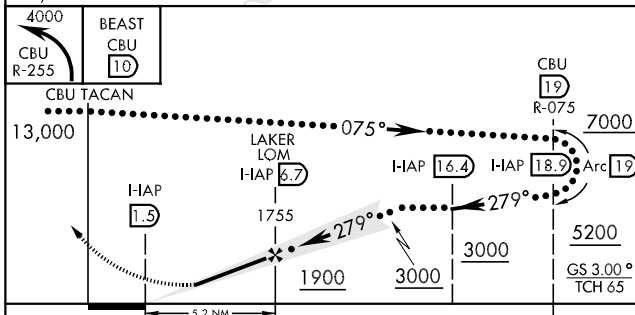
LOCALIZER I-AP	APCH CRS	Rwy Idg	N/A		
111.3	279°	TDZE	N/A		
Chn 50		Arot Elev	30	JAL-330 [USAF]	PORTLAND INTL (KPDX)

		MISSED APPROACH: Climbing left turn to 4000 via CBU TACAN R-255 to BEAST and hold, or when directed by ATC climbing right turn to 4000 via BTG VORTAC R-163 to BTG then via BTG R-329 to AASEN and hold. Hold NW, RT, 149° inbound.			
	ATIS ARR 128.35 269.9 DEP 120.625 239.25	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L		GND CON 121.9 348.6

USE I-IAP DME
WHEN ON LOC COURSE.



EMERG SAFE ALT 100 NM
16,500 FROM "CBU" TACAN



CATEGORY	C	D	E
S-ILS 28R	NOT AUTHORIZED		
S-LOC 28R	NOT AUTHORIZED		
CIRCLING	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)

LOCALIZER I-PDX 110.5 Chan 42	APCH CRS 101°	Rwy Idg 11,000 TDZE 24 Arpt Elev 30
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JAL-330 [USAF]

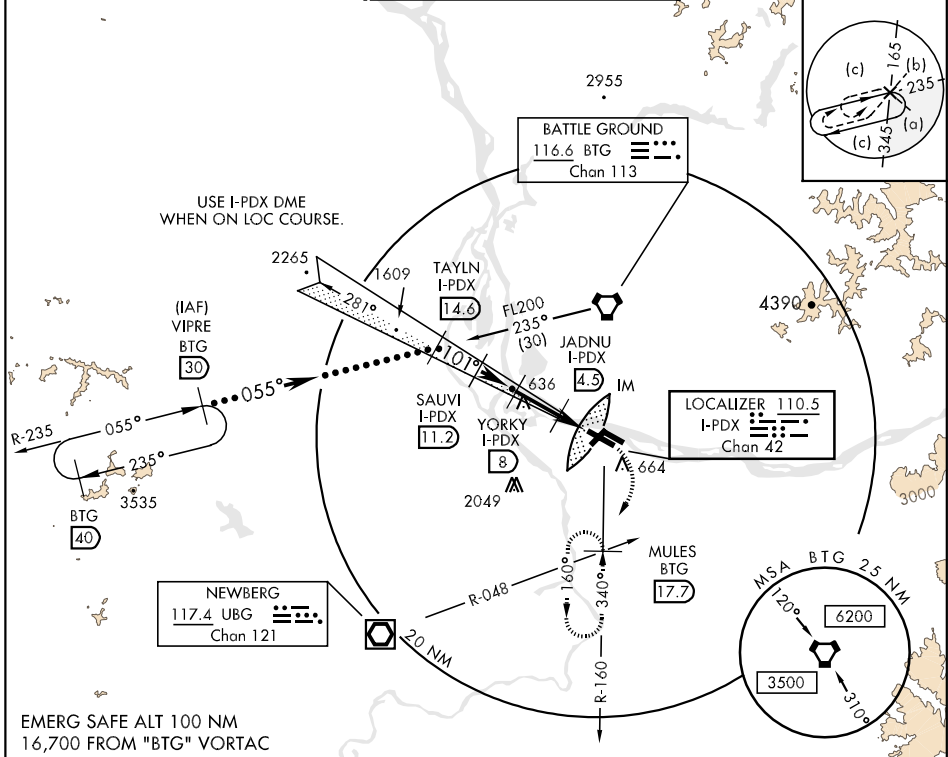
PORTLAND INTL (KPDJ)

* When ALS inop, increase RVR to 40 and vis to 3/4 mile.
 ** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 1/4 miles.

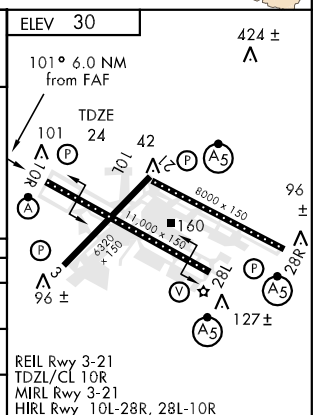
ALSF-2

MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG VORTAC R-160 to MULES and hold.

ATIS ARR 128.35 269.9 DEP 120.625 239.25	PORTLAND APP CON 124.35 299.2	118.7 257.8 123.775 251.125	PORTLAND TOWER Rwy 10L-28R Rwy 3-21, 10R-28L	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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<div>VIPRE BTG FL200</div> <div>30</div> <div>055°</div> <div>3800</div> <div>GS 3.00° TCH 53</div> <div>VGS1 and ILS glidepath not coincident.</div> <div>† LOC ONLY</div>		<div>TAYLN I-PDX</div> <div>14.6</div> <div>101°</div> <div>3000</div> <div>2000</div>	<div>SAUVI I-PDX</div> <div>11.2</div> <div>860+</div> <div>3.5 NM</div>	<div>YORKY I-PDX</div> <div>8</div> <div>JADNU I-PDX</div> <div>4.3</div> <div>I-PDX</div> <div>4.4</div> <div>IM</div> <div>2.4 NM</div>	<div>I-PDX</div> <div>2</div> <div>.1</div>	<div>900</div> <div>MULES BTG</div> <div>4000</div> <div>BTG R-160</div> <div>17.7</div> <div>I-PDX DME</div>
CATEGORY	C	D	E			
S-ILS 10R *	224/18	200 (200-¾)	224/24 200 (200-½)			
S-LOC/DME 10R **	380/24 356 (400-½)	380/40 356 (400-¾)				
CIRCLING	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)			



TACAN CBU Chan 29	APCH CRS 106°	Rwy ldg 11,000 TDZE 20 Arpt Elev 30
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JAL-330 [USAF]

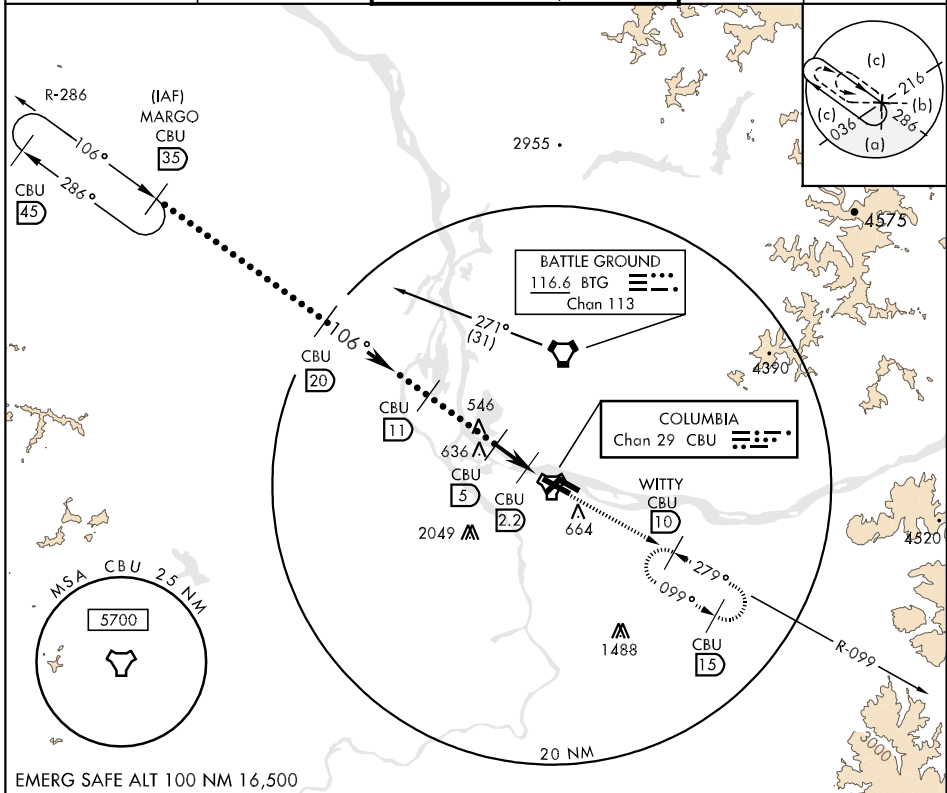
PORTLAND INTL (KPDJ)

V * When ALS inop, increase CAT C vis ½ mile, CAT DE 1 mile.

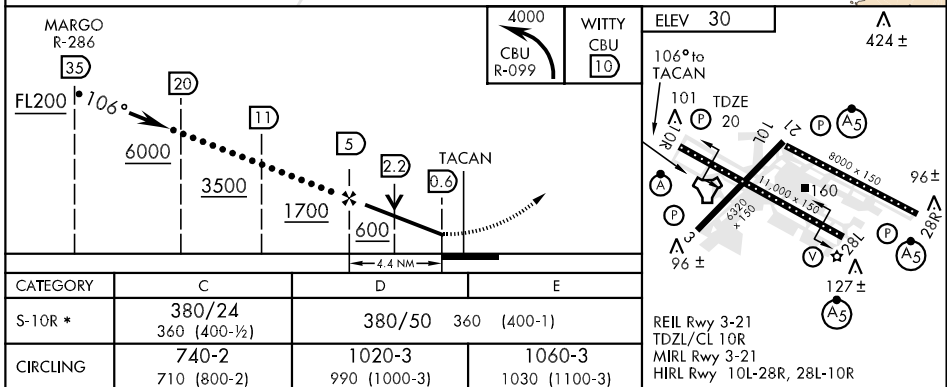


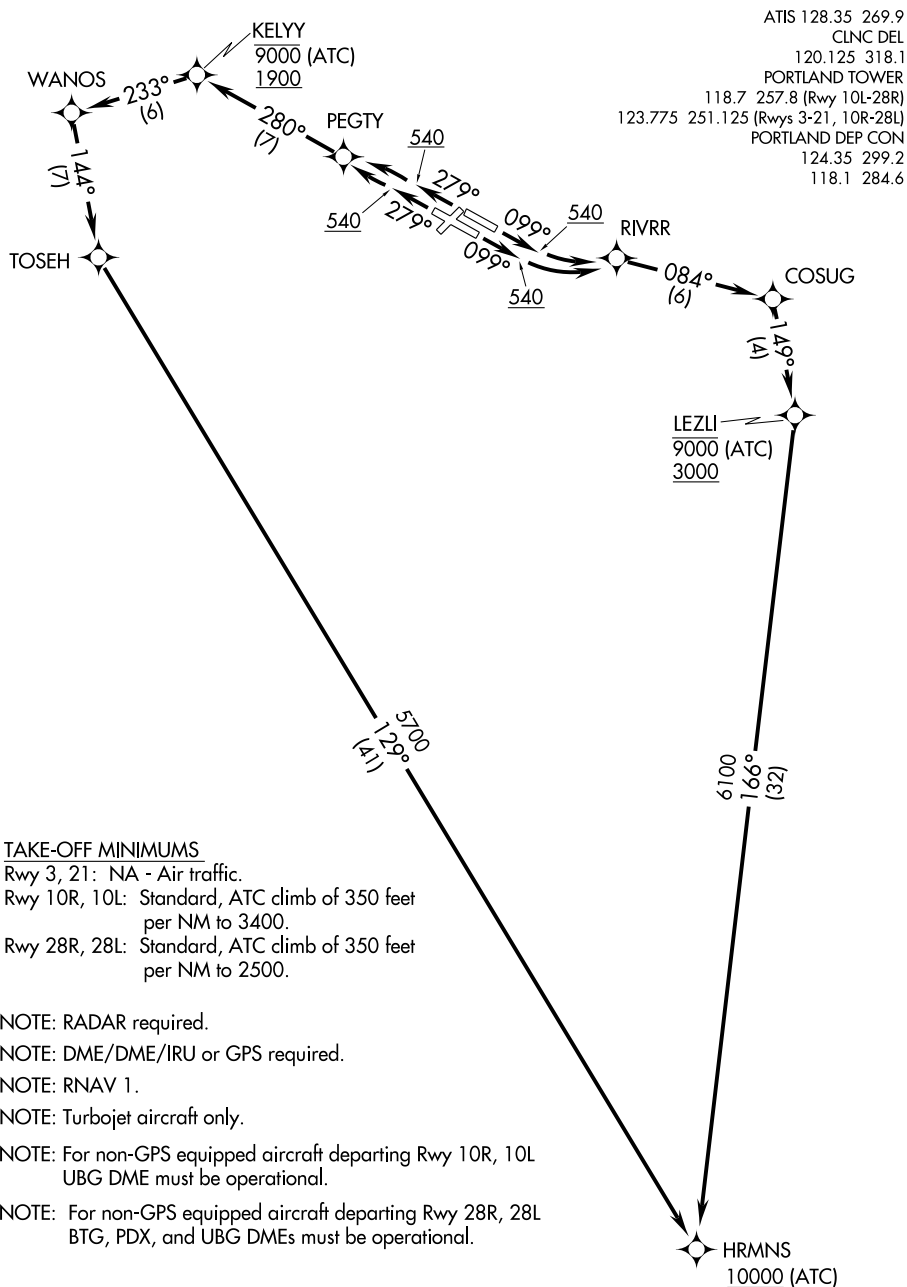
MISSED APPROACH: Climb to 4000 via CBU TACAN R-099 to WITTY/CBU 10 DME and hold.

ATIS ARR 128.35 269.9 DEP 120.625 239.25	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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EMERG SAFE ALT 100 NM 16,500





TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.

Rwy 10R, 10L: Standard, ATC climb of 350 feet
per NM to 3400.Rwy 28R, 28L: Standard, ATC climb of 350 feet
per NM to 2500.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L
UBG DME must be operational.NOTE: For non-GPS equipped aircraft departing Rwy 28R, 28L
BTG, PDX, and UBG DMEs must be operational.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

....maintain assigned altitude, expect filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.

Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL.

Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

▽

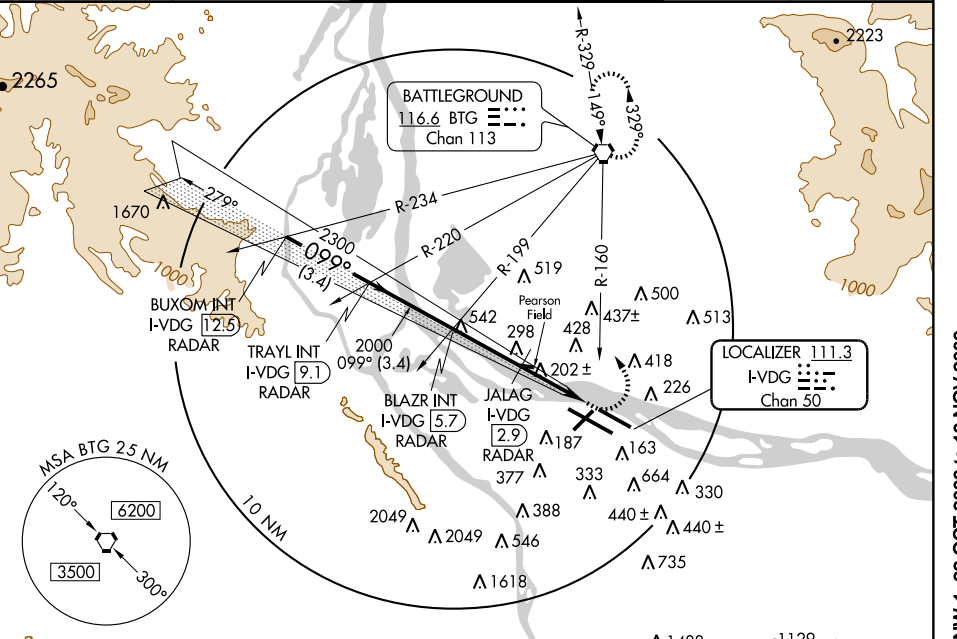
▲

MALS R

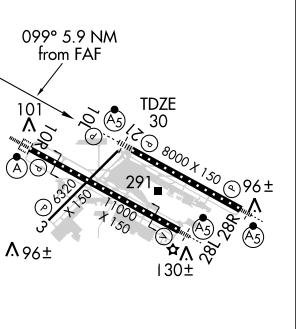
MISSED APPROACH:

Climb to 700, then climbing left turn to 4000 via BTG R-160 to BTG VORTAC and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1



ELEV	30	D
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REIL Rwy 3 and 21					
TDZ/CL Rwy 10R					
MIRL Rwy 3-21					
HIRL Rwy 10L-28R and 10R-28L					
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

RADAR or DME REQUIRED

	BUXOM INT I-VDG 121.5 RADAR	TRAYL INT I-VDG 9.1 RADAR	BLAZR INT I-VDG 5.7 RADAR	JALAG I-VDG 2.9 RADAR	I-VDG 1.3	I-VDG 0.2	
	3000	2300	2000	1100	1100	1100	
	Procedure Turn NA	GS 3.00°	TCH 50	VGSI and ILS glidepath not coincident.	*LOC only		
	3.4 NM	3.4 NM	2.8 NM	1.6	1.1	0.5	
CATEGORY	A	B	C	D			
S-ILS 10L	293/24		263 (300-½)				
S-LOC 10L	480/24 450 (500-½)		480/50 450 (500-1)		480/60 450 (500-1½)		
CIRCLING	720-1 690 (700-1)		740-1 710 (800-1)		740-2 710 (800-2)		1020-3 990 (1000-3)

LOC/DME I-PDX	APP CRS	Rwy Idg	11000
110.5	101°	TDZE	24
Chan 42		Apt Elev	30

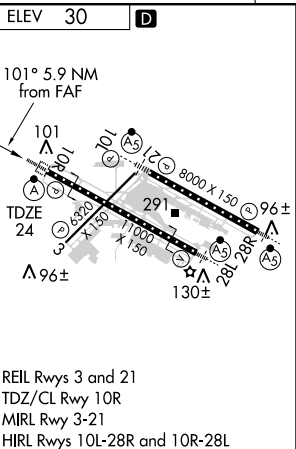
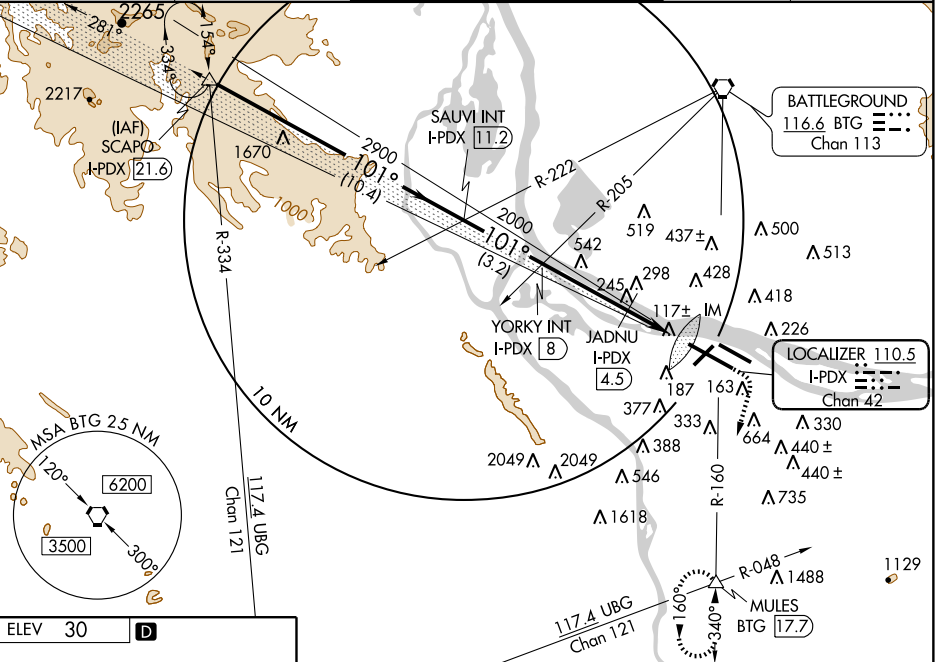
ILS or LOC RWY 10R

PORTLAND INTL (PDX)

When control tower reports construction equipment is operating within the area, Cat II and III minimums not authorized.
For inoperative ALSF-2 increase S-ILS Cat E visibility to RVR 4000.
For inoperative ALSF-2 increase S-LOC Cat E visibility to 3 miles.
For inoperative ALSF-2 increase DME minimums S-LOC 10R Cat E visibility to RVR 6000.

ALSF-2
MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG R-160 to MULES Int/BTG VORTAC 17.7 DME and hold.

ATIS	PORTLAND APP CON*	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8	121.9 348.6	120.125 318.1
		Rwys 3-21, 10R-28L 123.775 251.125		



REIL Rwys 3 and 21	60	90	120	150	180
TDZ/CL Rwy 10R	5:54	3:56	2:57	2:22	1:58
MIRL Rwy 3-21					
HIRL Rwys 10L-28R and 10R-28L					

SCAPO INT I-PDX [21.6]	SAUVI INT I-PDX [11.2]	YORKY INT I-PDX [8]	JADNU I-PDX [4.5]	I-PDX [2.9]	I-PDX [2]	MULES
4000	2900	2000	2000	900	4000	
Procedure Turn NA						
VGSI and ILS glidepath not coincident.						
10.4 NM	3.2	3.4 NM	1.6	0.8	0.1	
A	B	C	D	E		
S-ILS 10R	224/18 200 (200-1/2)					224/24 200 (200-1/2)
S-LOC 10R	860/24 836 (900-1/2)	860/40 836 (900-3/4)	860-2 836 (900-2)	860-2 1/4 836 (900-2 1/4)	860-2 1/4 836 (900-2 1/4)	
CIRCLING	860-1 830 (900-1)	860-1 1/4 830 (900-1 1/4)	860-2 1/2 830 (900-2 1/2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)	
DME MINIMUMS						
S-LOC 10R	380/24 356 (400-1/2)					380/40 356 (400-3/4)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)	

ILS or LOC RWY 28L

PORTLAND INTL (PDX)

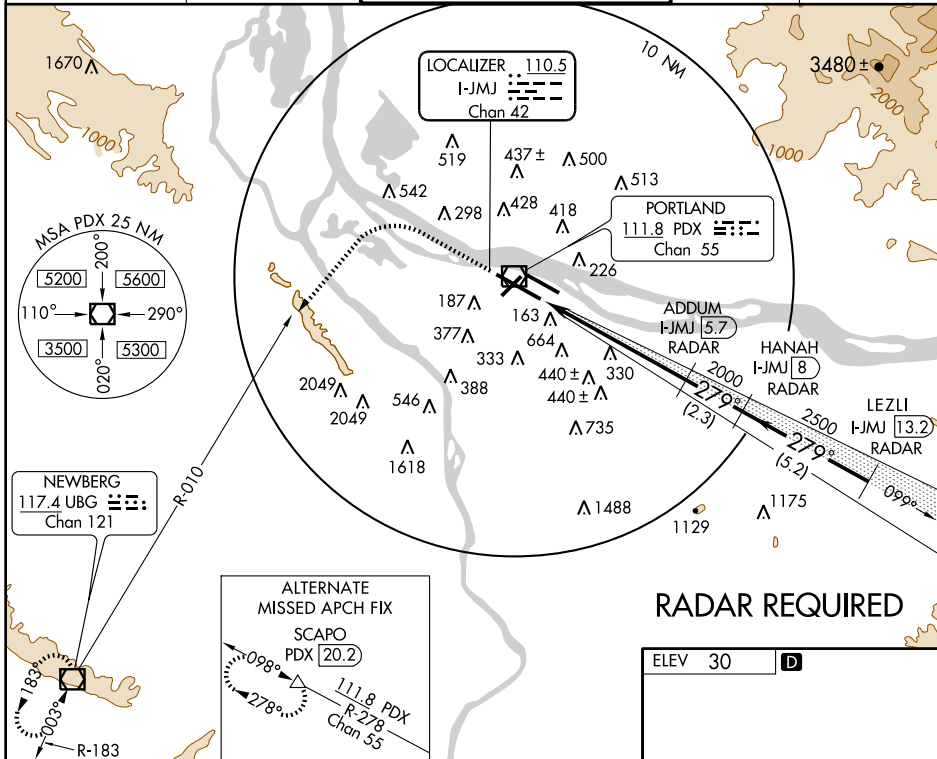
LOC/DME I-JMJ 110.5 Chan 42	APP CRS 279°	Rwy Idg 11000 TDZE 23 Apt Elev 30
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⚠ RADAR or DME required. For inoperative MALSR, increase S-ILS visibility to RVR 5000 all Cats and S-LOC Cat E visibility to 2 miles. Autopilot coupled approach NA below 580.

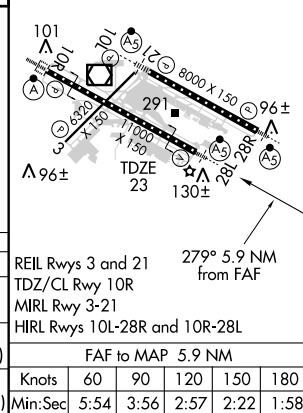
MALSR


MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 via UBG R-010 to UBG VOR/DME and hold.

ATIS 128.35 269.9	PORTLAND APP CON ★ 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251,125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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CATEGORY	ELEV 30 D				
	1700	4000	UBG R-010 117.4	UBG 117.4	
VGSI and ILS glidepath not coincident.					
	I-JMJ 1.5	2000	279°	3500	GS 3.00° TCH 55
	1.7 NM	4.2 NM	2.3 NM	5.2 NM	
	A	B	C	D	E
S-ILS-28L	306/24 283 (300-½)				
S-LOC-28L	620/24	597 (600-½)	620/50 597 (600-1)	620/60 597 (600-1½)	620-1½ 597 (600-1½)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)	1060-3 1030 (1100-3)



▼ Inoperative table does not apply to S-ILS all Cats.

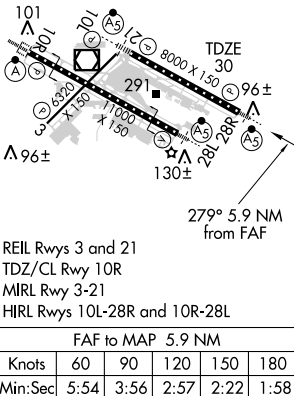
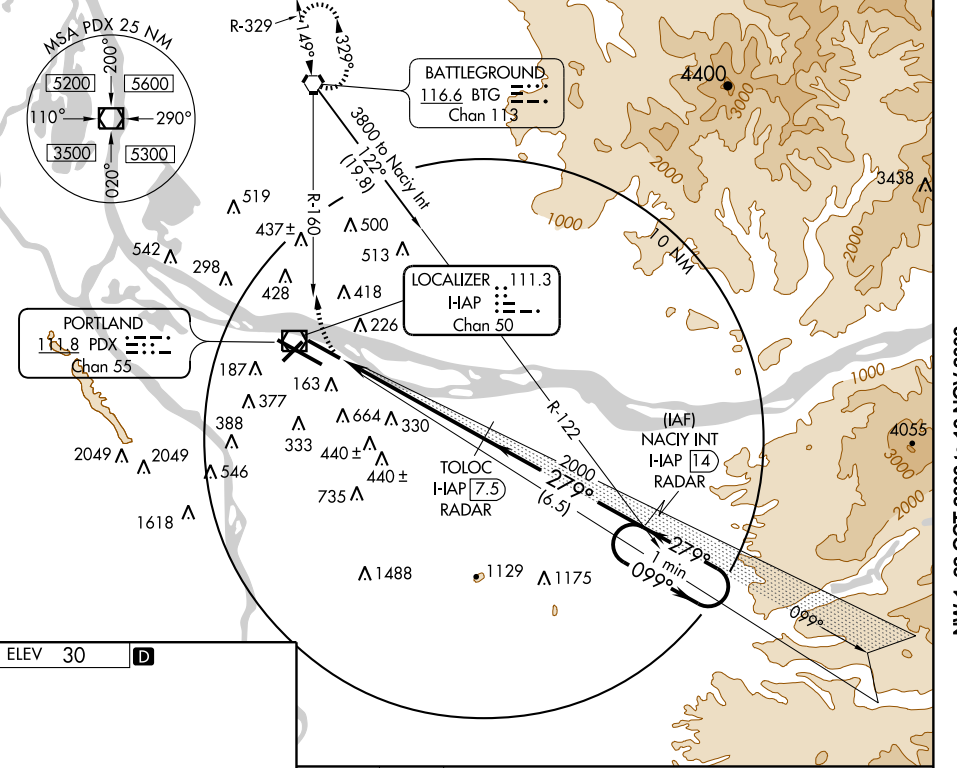
▲ For inoperative MALSR increase S-LOC Cat A and B visibility to 1.

Radar or DME required.

MALSR

MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC and hold.

ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
128.35 269.9	124.35 299.2	Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	121.9 348.6	120.125 318.1



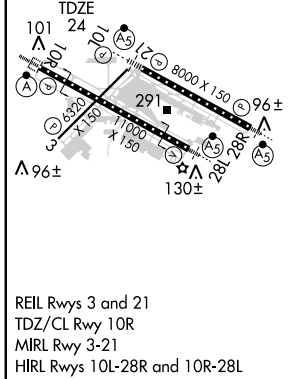
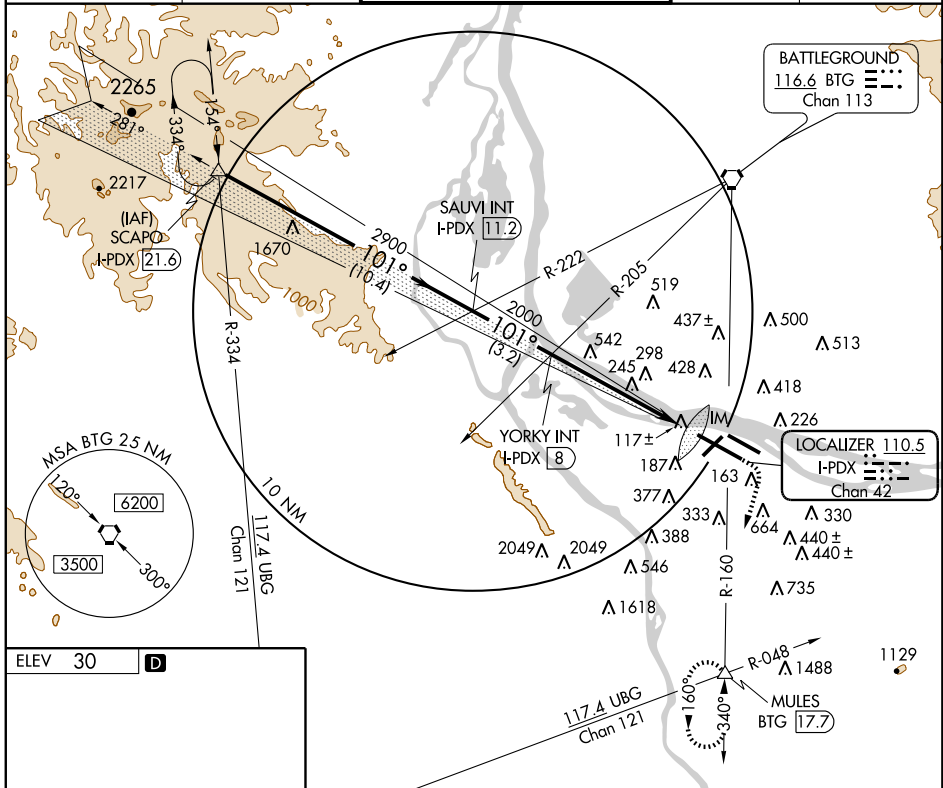
	4000	BTG 116.6	TOLOC I-HAP 7.5 RADAR	NACIY INT I-HAP 14 RADAR	One Minute Holding Pattern
	BTG R-160	Use I-HAP DME when on the localizer course.	I-HAP 1.6	I-HAP 3.2	2000
	2000	2000	2000	2000	2000
	1.6	4.3 NM	6.5 NM		
REIL Rwys 3 and 21					
TDZ/CL Rwy 10R					
MIRL Rwy 3-21					
HIRL Rwys 10L-28R and 10R-28L					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58
CATEGORY	A	B	C	D	
S-ILS 28R		280/40	250 (300-¾)		
S-LOC 28R	600/40	570 (600-¾)	600/50	600/60	
			570 (600-1)	570 (600-1½)	
CIRCLING	720-1	740-1	740-2	1020-3	
	690 (700-1)	710 (800-1)	710 (800-2)	990 (1000-3)	

NW-1. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PDX <u>110.5</u> Chan 42	APP CRS 101°	Rwy Idg 11000 TDZE 24 Apt Elev 30
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ILS RWY 10R (CAT II)
PORTLAND INTL (PDX)

<div><div></div><div></div></div>	When control tower reports construction equipment is operating within the area, Cat II and III minimums not authorized.	ALSF-2	MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG R-16.0 to MULES Int/BTG VORTAC 17.7 DME and hold.				
		<div><div></div><div></div></div>					
ATIS 128.35 269.9	PORTLAND APP CON★ 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8		Rwys 3-21, 10R-28L 123.75 251.125		GND CON 121.9 348.6	CLNC DEL 120.125 318.1



SCAPO INT
I-PDX
21.6

SAUVI INT
I-PDX
11.2

YORKEY INT
I-PDX
8

Procedure
Turn NA

900
4000
BTG
R-160
MULES
△

4000
101°
2900
2000
2000
GS 3.00°
TCH 53
VGS and ILS glidepath
not coincident
IM
DA
RA 107
24
MSL
10.4 NM
3.2
5.8 NM
897'
1049'

CATEGORY	A	B	C	D
S-ILS 10R		124/12	100 RA 107	

**CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-PDX <u>110.5</u> Chan 42	APP CRS 101°	Rwy Idg 11000 TDZE 24 Apt Elev 30
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ILS RWY 10R (CAT III)

PORTLAND INTL (PDX)

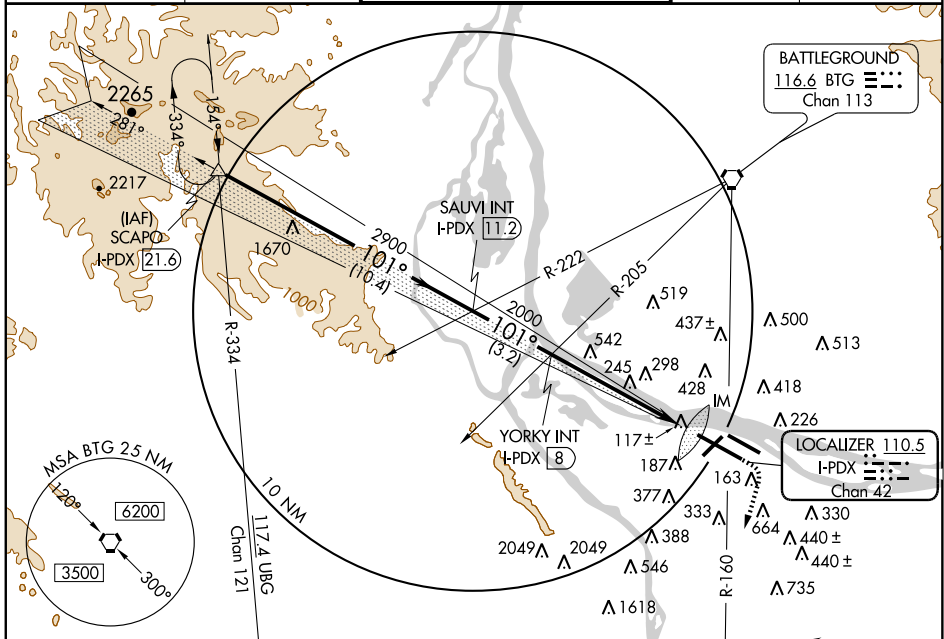
T When control tower reports construction equipment
A is operating within the area, Cat II and III minimums
not authorized.

ALSF-2

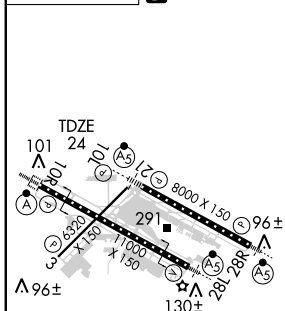


MISSED APPROACH: Climb to 900, then climbing right turn to 4000 via BTG R-160 to MULES Int/BTG VORTAC 17.7 DME and hold.

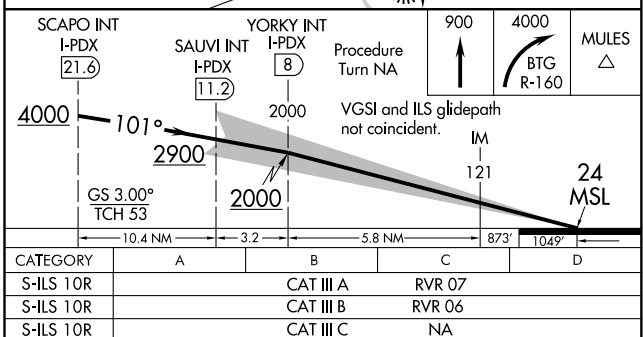
ATIS 128.35 269.9	PORTLAND APP CON* 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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ELEV	30
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REIL Rwy 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwy 10L-28R and 10R-28L



CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LAVAA ONE DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

ATIS 128.35 269.9
CLINC DEL
120.125 318.1
PORTLAND TOWER
118.7 257.8 (Rwy 10L-28R)
123.775 251.125 (Rwys 3-21, 10R-28L)
PORTLAND DEP CON ★
124.35 299.2
118.1 284.6

YAKIMA
YKM

FL190
070°
(177)

PENDLETON
PDT

FL190
070°
(123)

LAVAA

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojet aircraft only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: For non-GPS equipped aircraft departing Rwy 10R, 10L
UBG and BTG DMEs must be operational for Yakima Transition.
For non-GPS equipped aircraft departing Rwy 28R, 28L
UBG, BTG and MWH DMEs must be operational for the Pendleton Transition.

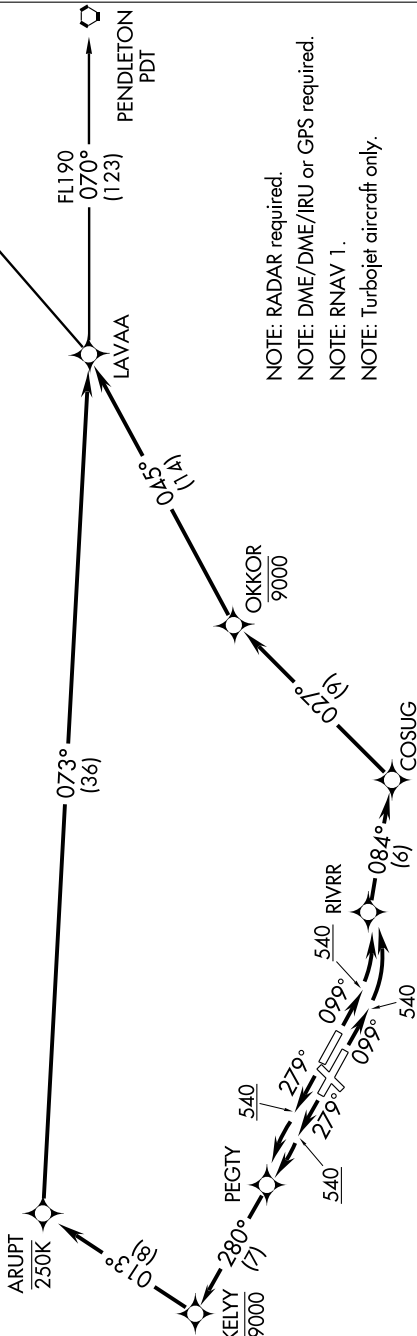
TAKE-OFF OBSTACLE NOTES

Rwy 10R: Pole 1996' from DER, 758' right of centerline, 50' AGL/74' MSL.
Rwy 10L: Rising terrain beginning 7' from DER, 491' left of centerline, up to 60' MSL.
Rwy 28R: Rising terrain beginning 46' from DER, 405' right of centerline, up to 53' MSL.
Rwy 28L: Rising terrain beginning 17' from DER, 71' left of centerline, up to 88' MSL.

TAKE-OFF MINIMUMS

Rwy 3, 21: NA - Air traffic.

Rwy 10R, 10L: Standard with minimum climb of 350 feet per NM
to 3300 (ATC), 320 feet per NM to 19000 (ATC).
Rwy 28R, 28L: Standard with minimum climb of 350 feet per NM
to 2500 (ATC), 300 feet per NM to 19000 (ATC).



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, then via 084° track to COSUG, then via 027° track to cross OKKOR at or below 9000, then via 045° track to LAVAA, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, then via 084° track to COSUG, then via 027° track to cross OKKOR at or below 9000, then via 045° track to LAVAA, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, then via 280° track to cross KELYY at or below 9000, then right turn via 013° track to ARUPT, then via 073° track to LAVAA, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, then via 280° track to cross KELYY at or below 9000, then right turn via 013° track to ARUPT, then via 073° track to LAVAA, thence....

....via (Transition), maintain FL190, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

PENDLETON TRANSITION (LAVAA1.PDT)

YAKIMA TRANSITION (LAVAA1.YKM)

LOC/DME I-GPO 108.9 Chan 26	APP CRS 205°	Rwy Idg 6320 TDZE 23 Apt Elev 30
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LOC/DME RWY 21
PORTLAND INTL (PDX)



MISSED APPROACH: Climbing right turn to 4000
via BTG R-160 to BTG VORTAC.

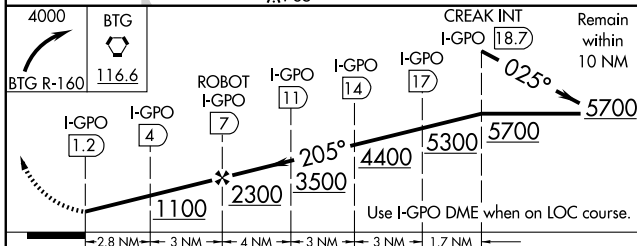
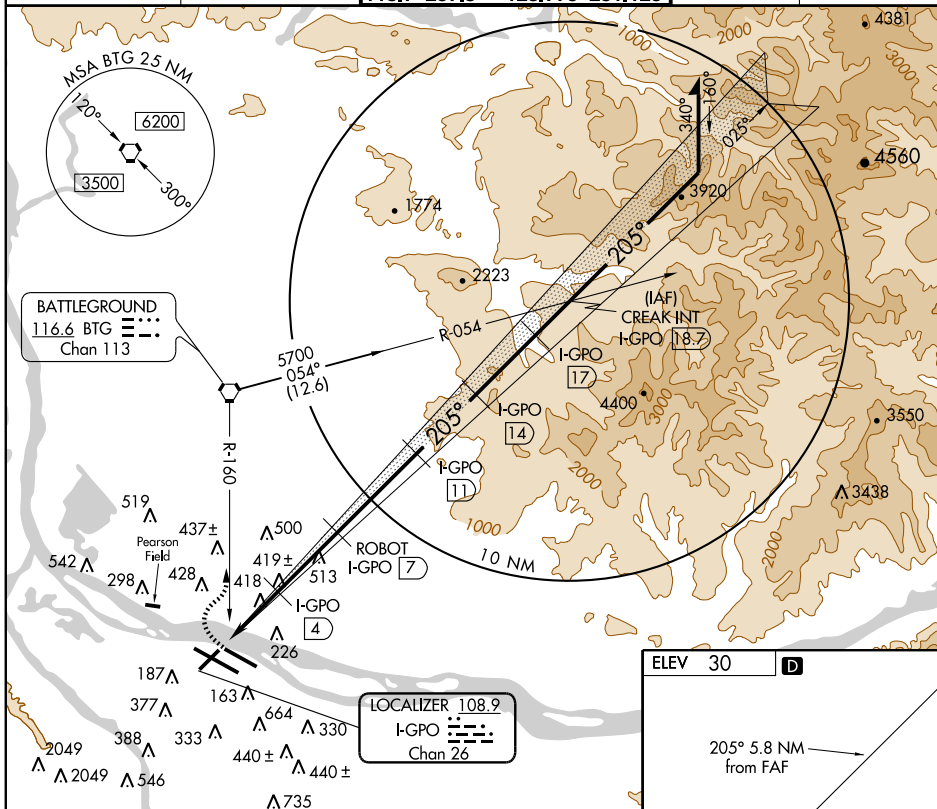
ATIS
128.35 269.9

PORTLAND APP CON ★
124.35 299.2

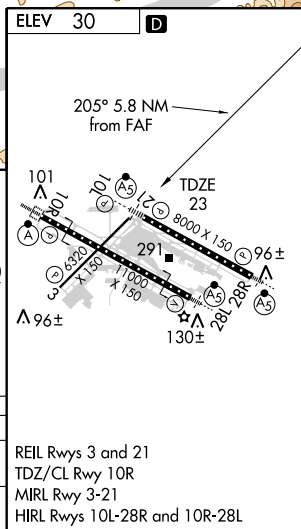
PORTLAND TOWER			
Rwy 10L-28R		Rwys 3-21, 10R-28L	
118,7	257,8	123,775	251,125

GND CON
121.9 348.6

CLNC DEL
120,125 318,1



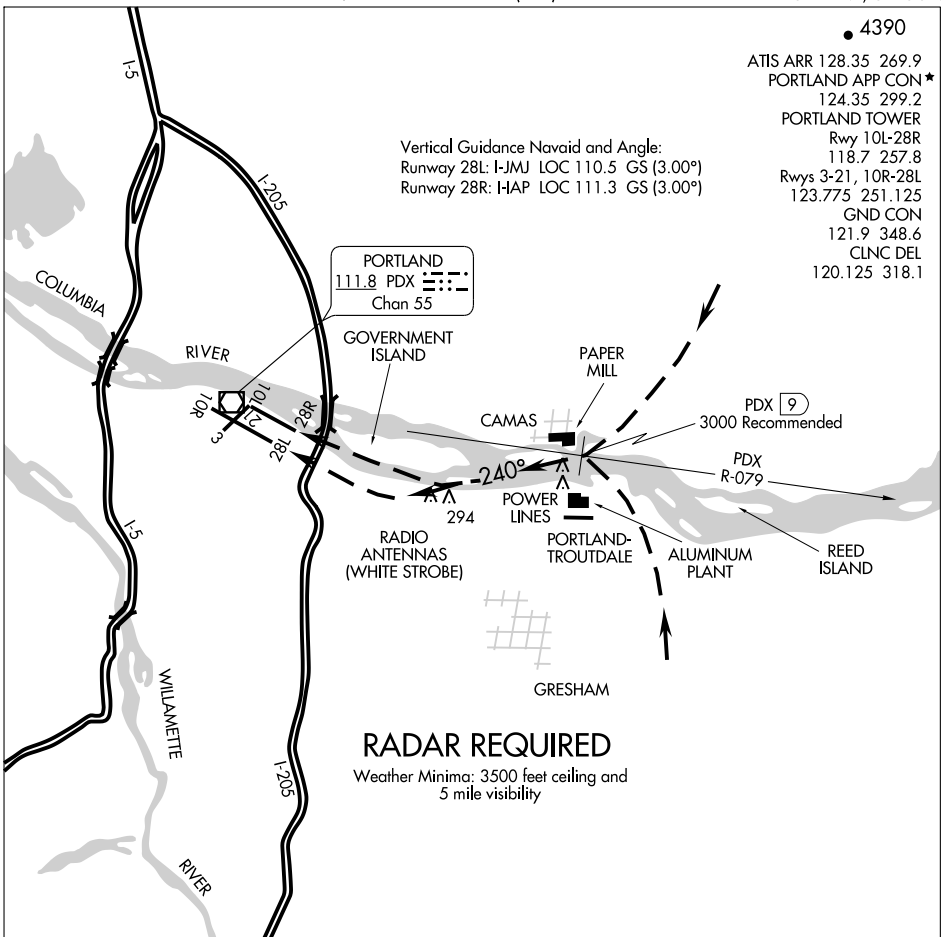
CATEGORY	A	B	C	D
S-21	680-1	657 (700-1)	680-1 $\frac{3}{4}$ 657 (700-1 $\frac{3}{4}$)	680-2 657 (700-2)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)



MILL VISUAL RWY 28L/R

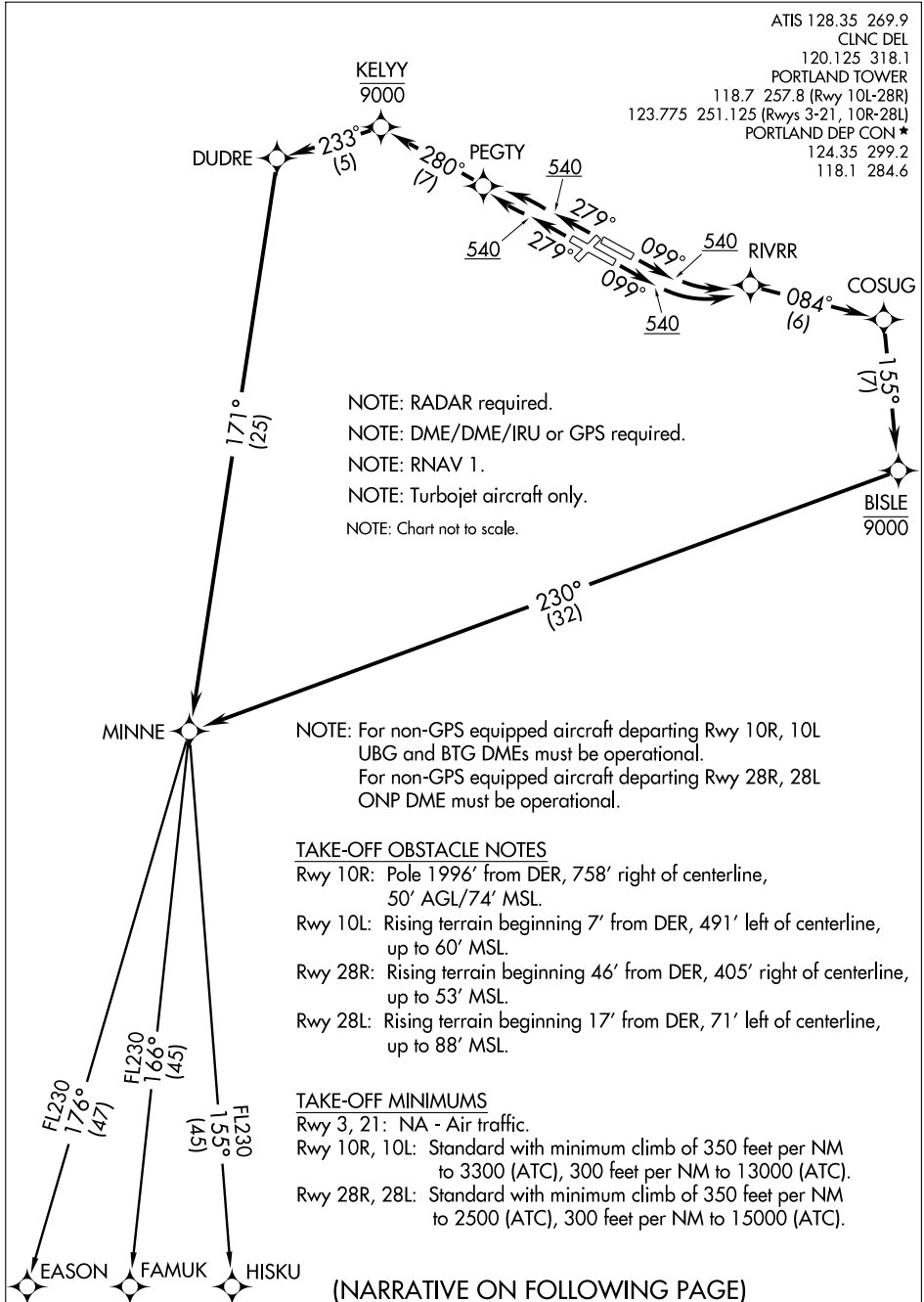
AL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



23

When visual approaches to Runways 28L/R are in progress, clearances to aircraft will be issued utilizing the following phraseology: "(IDENT) CLEARED FOR MILL VISUAL RUNWAY 28 LEFT/RIGHT APPROACH."





DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct to RIVRR, then via 084° track to COSUG, then via 155° track to cross BISLE at or below 9000, then via 230° track to MINNE, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, then via 084° track to COSUG, then via 155° track to cross BISLE at or below 9000, then via 230° track to MINNE, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, then via 280° track to cross KELYY at or below 9000, then via 233° track to DUDRE, then via 171° track to MINNE, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, then via 280° track to cross KELYY at or below 9000, then via 233° track to DUDRE, then via 171° track to MINNE, thence....

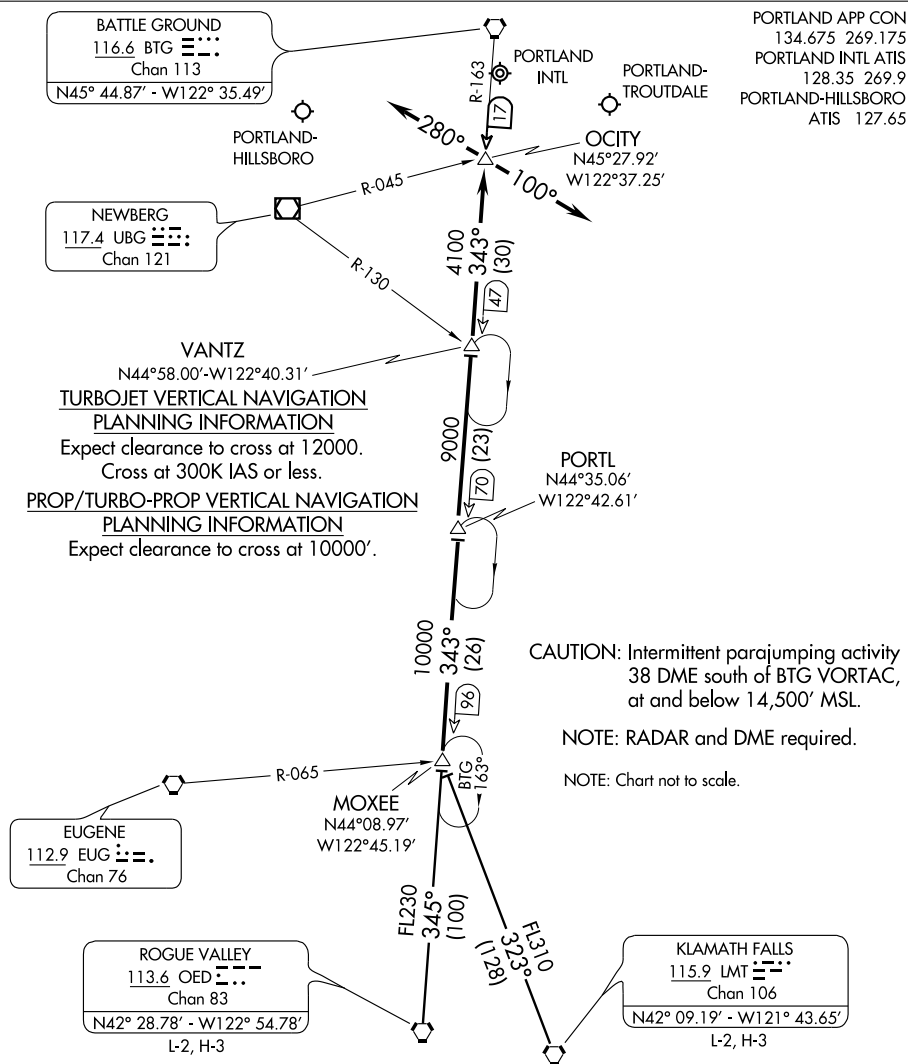
....via (Transition), maintain FL230, expect filed altitude 10 minutes after departure.

LOST COMMUNICATIONS: Expect filed altitude 3 minutes after departure.

EASON TRANSITION (MINNE1.EASON)

FAMUK TRANSITION (MINNE1.FAMUK)

HISKU TRANSITION (MINNE1.HISKU)



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:

Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

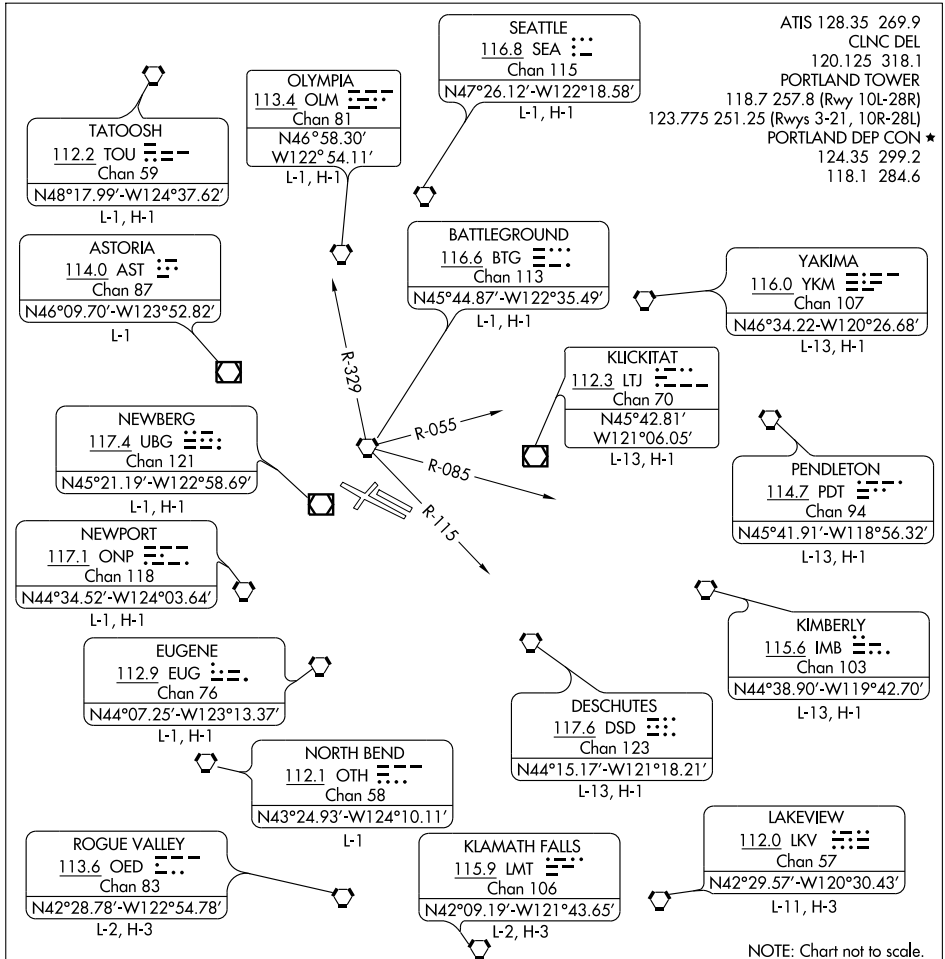
LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

PORTLAND SIX DEPARTURE

SL-330 (FAA)

PORTLAND INTL (PDX)

PORTLAND, OREGON



TAKE-OFF MINIMUMS:

- Rwy 3: Standard with minimum climb of 400' per NM to 2700.
- Rwy 21: Standard with minimum climb of 450' per NM to 2900.
- Rwy 10R: Standard with minimum climb of 375' per NM to 2700.
- Rwy 10L: Standard with minimum climb of 350' per NM to 2700.
- Rwy 28L: Standard with minimum climb of 375' per NM to 2900.
- Rwy 28R: Standard with minimum climb of 350' per NM to 2900.

NOTE: RADAR REQUIRED.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb heading 025° to 600 thence....

TAKE-OFF RWY 10L: Climb heading 099° to 500 thence...

TAKE-OFF RWY 10R: Climb heading 099° to 500 thence....

TAKE-OFF RWY 28L: Climb heading 279° to 800 thence....

TAKE-OFF RWY 28R: Climb heading 279° to 800 thence....

TAKE-OFF RWY 21: Climb heading 205° to 500 thence....

....via assigned heading expect radar vectors to assigned route/fix. Maintain 3000, expect filed altitude five minutes after departures.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VORTAC. Continue climb via BTG R-329 within 10 NM to cross BTG VORTAC: BTG R-355 clockwise R-055 or R-085 clockwise R-115 at or above 5000 feet. Continue climb on course.

TAKE-OFF OBSTACLE NOTES:

Rwy 3: Signs, tower, trees, and vehicle on road beginning 468' from DER, 28' left of centerline, up to 100' AGL/449' MSL.

Poles, trees, and vehicle on road beginning 609' from DER, 7' left of centerline, up to 100' AGL/416' MSL.

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.

Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL.

Rwy 21: Trees beginning 1319' from DER, 155' right of centerline, up to 100' AGL/318' MSL.

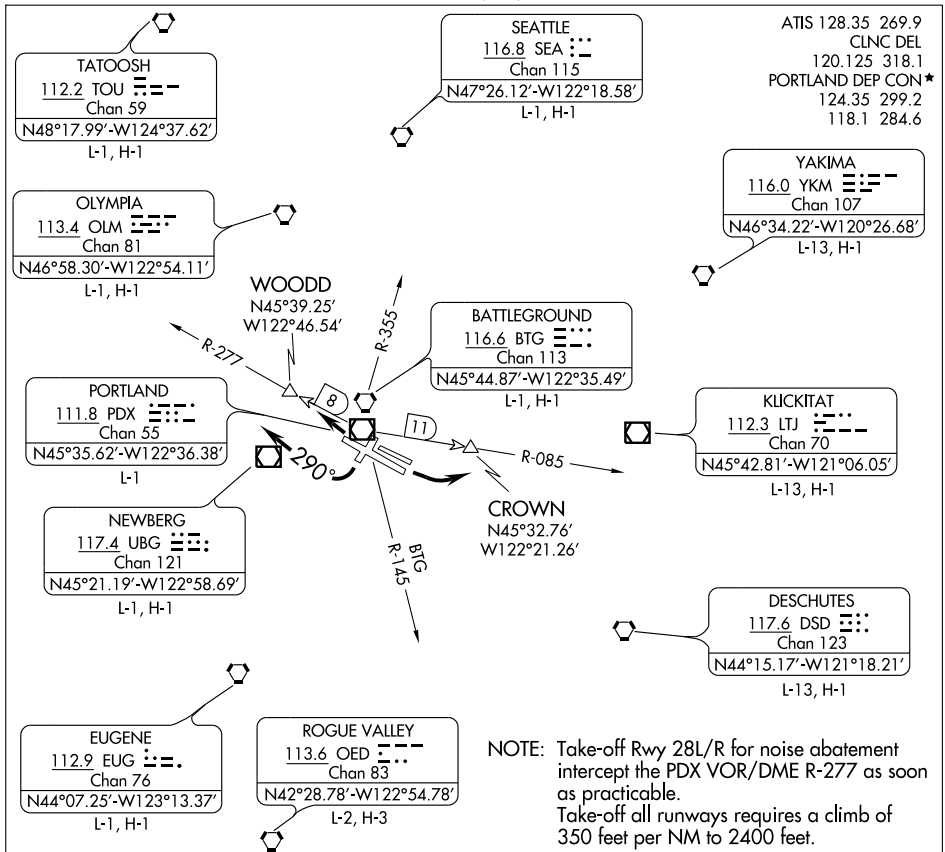
Poles and trees beginning 353' from DER, 36' left of centerline, up to 100' AGL/317' MSL.

Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

RIVER SIX DEPARTURE

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 10L/R: Turn left, intercept and proceed via the PDX R-085 or as assigned, expect radar vectors to assigned route. Expect filed altitude/flight level 5 minutes after departure.

TAKE-OFF RUNWAY 21: Turn right fly heading 290° or as assigned, expect radar vectors on course. Expect filed altitude/flight level 5 minutes after departure.



TAKE-OFF RUNWAYS 28L/R: Intercept and proceed via the PDX R-277 or as assigned, expect radar vectors to assigned route. Expect filed altitude/flight level 5 minutes after departure.

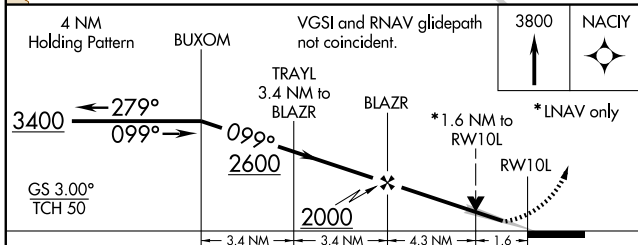
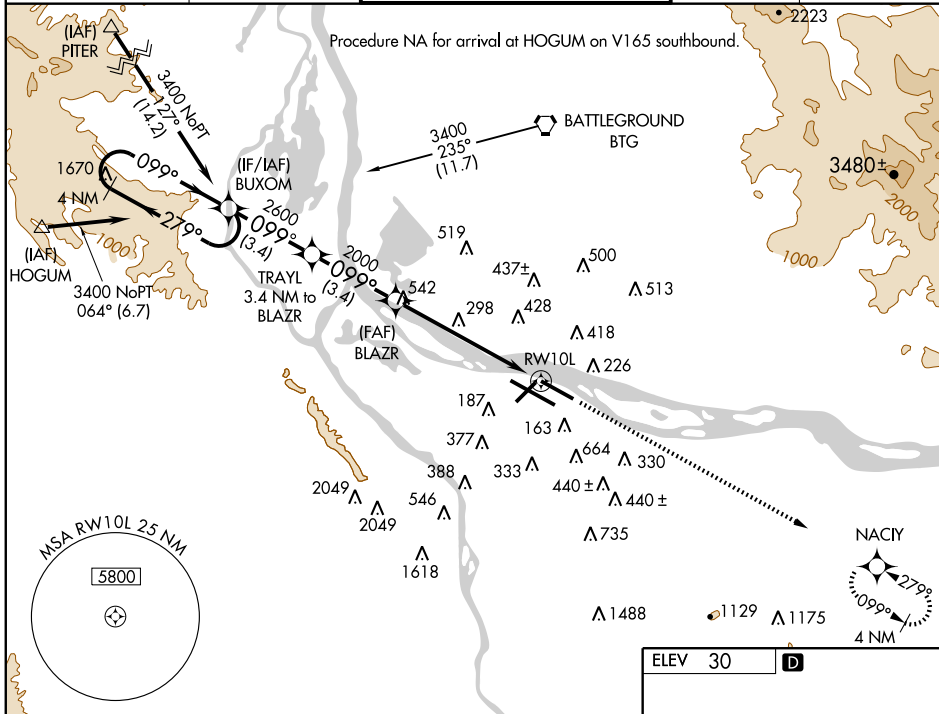
LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport or leaving 3,000', continue climb to assigned altitude and proceed direct to BTG VORTAC, thence via (assigned route). If proceeding via BTG VORTAC R-355 CW R-145, a 340 feet per NM climb is required to 13800 feet.

ALTERNATE LOST COMMUNICATIONS: When BTG VORTAC is out of service: If no contact with ATC leaving 3,000', continue climb to assigned altitude direct UBG VOR/DME.

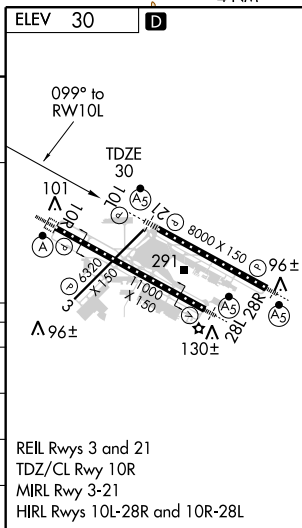
WAAS CH 81804 W10B	APP CRS 099°	Rwy Idg 8000 TDZE 30 Apt Elev 30
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RNAV (GPS) RWY 10L
PORTLAND INTL (PDX)

	DME/DME RNP-0.3 NA.			MISSED APPROACH: Climb to 3800 direct NACIY WP and hold.		
	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).					
ATIS 128.35 269.9		PORTLAND APP CON* 124.35 299.2	PORTLAND TOWER Rwy 10L-28R Rwy 3-21, 10R-28L 118.7 257.8 123.775 251.125		GND CON 121.9 348.6	CLNC DEL 120.125 318.1



CATEGORY	A	B	C	D
LPV DA	330/24 300 (300-½)			
LNAV/VNAV DA	800-2¼ 770 (800-2¼)			800-2½ 770 (800-2½)
LNAV MDA	580/24 550 (600-½)		580/50 550 (600-1)	580/60 550 (600-1¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)



WAAS CH 40004 W10A	APP CRS 099°	Rwy Idg 11000 TDZE 24 Apt Elev 30
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RNAV (GPS) RWY 10R
PORTLAND INTL (PDX)

- T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4F).
A Inoperative table does not apply to LNAV/VNAV all Cats.
 For inoperative ALSF-2 increase LPV visibility to RVR 6000.

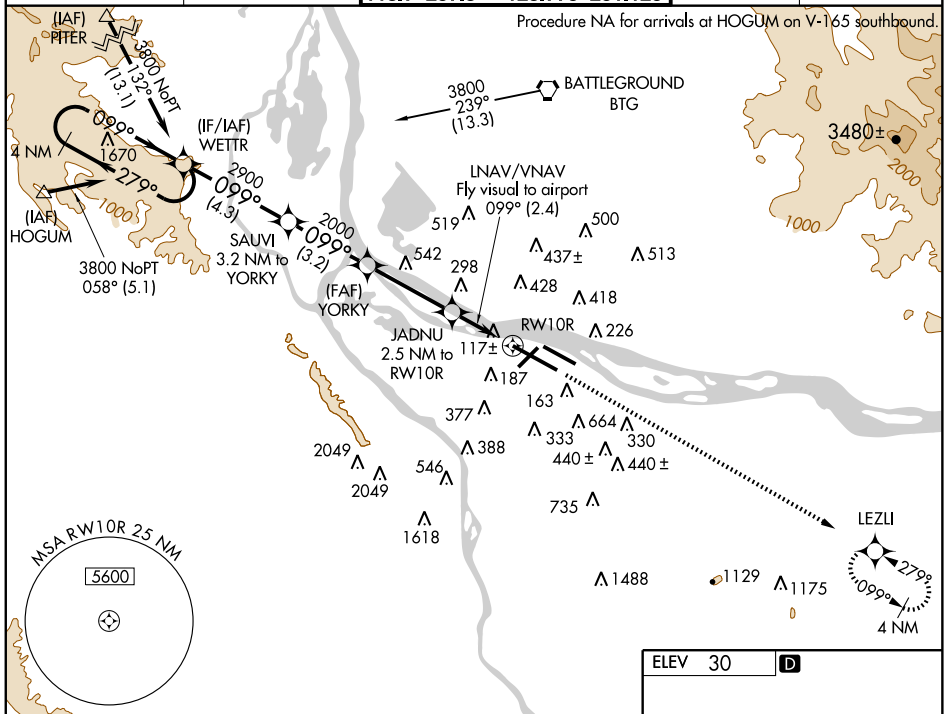
ALSF-2



MISSED APPROACH: Climb to 3500 direct LEZU and hold.

ATIS 128.35 269.9	PORTLAND APP CON * 124.35 299.2	PORTLAND TOWER Rwy 10L-28R Rwys 3-21, 10R-28L 118.7 257.8 123.775 251.125		GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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Procedure NA for arrivals at HOGUM on V-165 southbound.



NW-1. 22 OCT 2009 to 19 NOV 2009

4 NM Holding Pattern

WETTR

3800 ← 279°
099° →

GS 3.00°
TCH 53

SAUVI
3.2 NM to YORKY

YORKY

JADNU
2.5 NM to RW10R

3500

LEZLI

2900

2000

860

*1.5 NM to RW10R

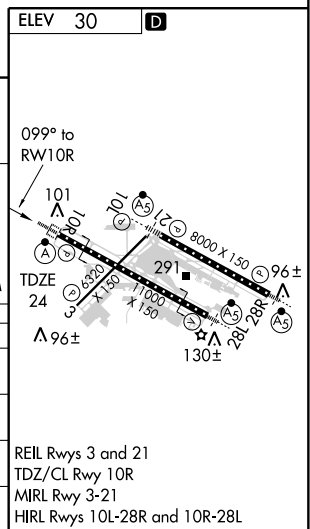
RW10R

*LNAV only

LNAV/
RNAV
Fly Visual
099° 2.4 NM

4.3 NM 3.2 NM 3.4 NM 1 1.5

CATEGORY	A	B	C	D
LPV DA	390/40 366 (400-34)			
LNAV/VNAV DA	660-2 636 (700-2)			
LNAV MDA	540/24 516 (600-½)	540/50 516 (600-1)	540/60 516 (600-1¼)	
CIRCLING	720-5 690 (700-5)	740-5 710 (800-5)	1020-5 990 (1000-5)	



▼

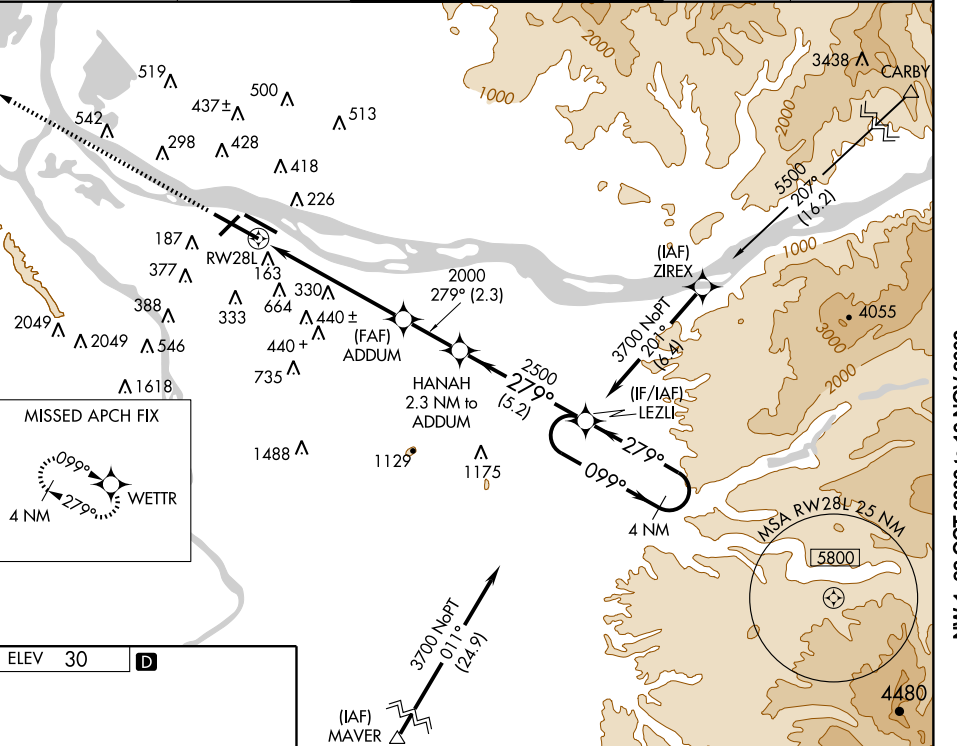
▲

DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3800 direct WETTR and hold.

ATIS 128.35 269.9	PORTLAND APP CON* 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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ELEV 30 **D**

REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

3800 ↑ WETTR ✦		VGSi and RNAV glidepath not coincident.				4 NM Holding Pattern	
*LNAV only		ADDUM		HANAH 2.3 NM to ADDUM		LEZLI	
*1.8 NM to RW28L		279°		2500		099° → ← 279° 3700	
RW28L		2000		GS 3.00° TCH 55			
1.8		4.1 NM		2.3 NM		5.2 NM	
CATEGORY		A		B		C	
LPV DA		340/24 317 (400-½)					
LNAV MDA		660/24 637 (700-½)		660/60 637 (700-¼)		660-1½ 637 (700-½)	
CIRCLING		720-1½ 690 (700-½)		740-2 710 (800-2)		1020-3 990 (1000-3)	

NW-1. 22 OCT 2009 to 19 NOV 2009

WAAS CH 60905 W28A	APP CRS 279°	Rwy Idg TDZE Apt Elev	8000 30 30
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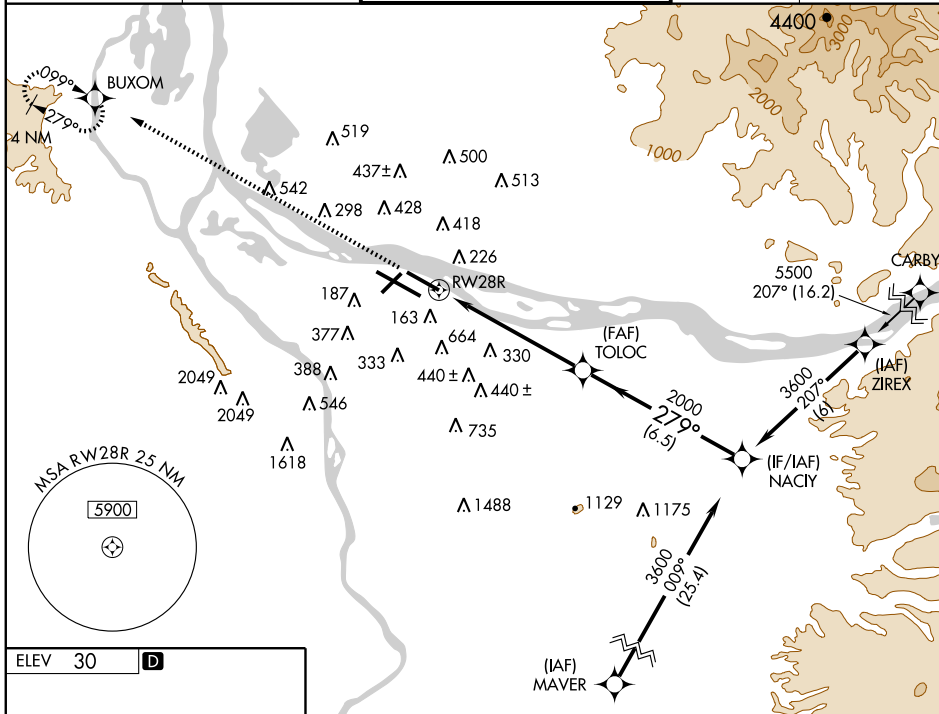
RNAV (GPS) RWY 28R
PORTLAND INTL (PDX)

T DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
A For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000.
 For inoperative MALSR increase LPV visibility to RVR 5000 all Cats.

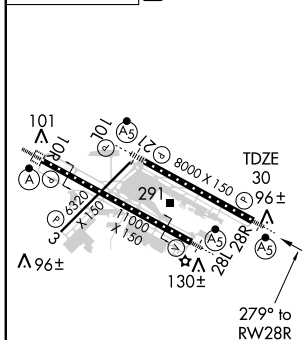
MALSR

MISSED APPROACH: Climb to 3400 direct BUXOM and hold.

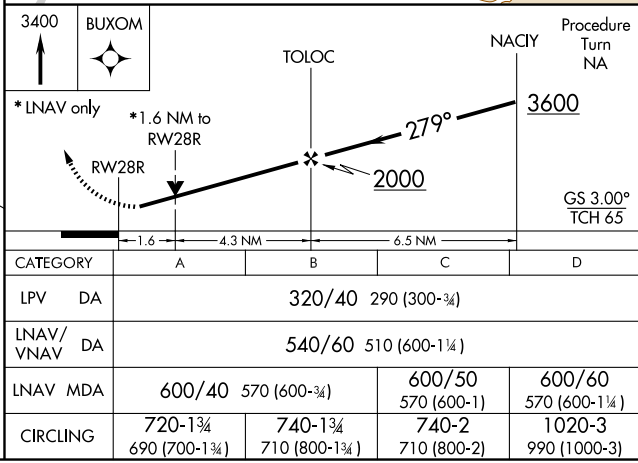
ATIS 128.35 269.9	PORTLAND APP CON * 124.35 299.2	PORTLAND TOWER Rwy 10L-28R Rwy 3-21, 10R-28L 118,7 257,8 123,775 251,125		GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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ELEV	30	D
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REIL Rwy 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwy 10L-28R and 10R-28L



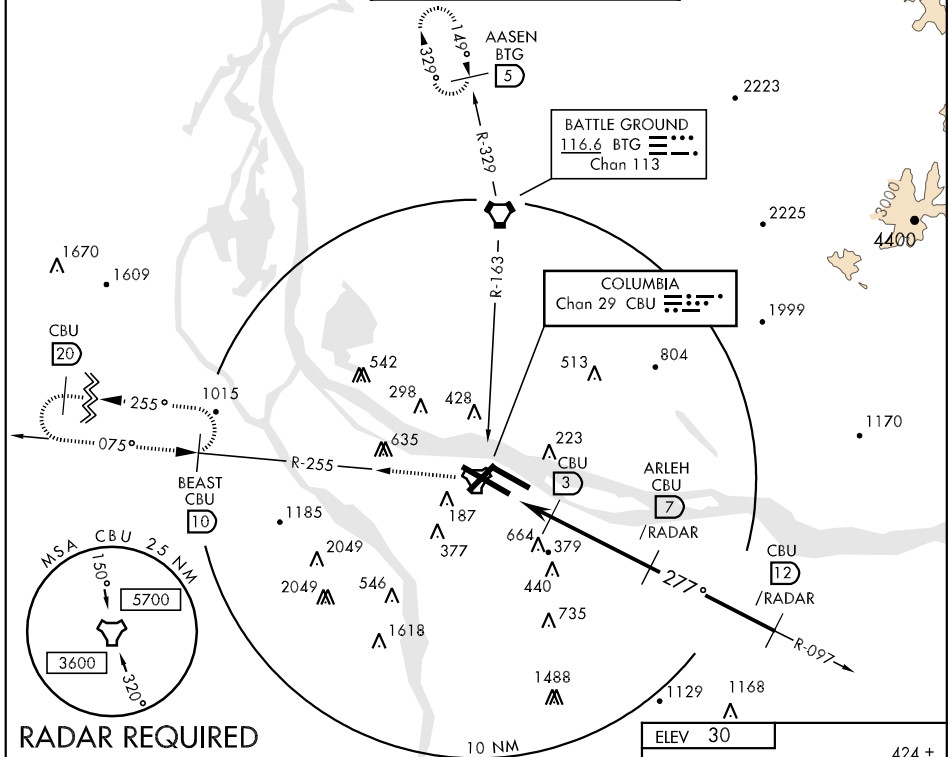
TACAN CBU Chan 29	APCH CRS 277°	Rwy Idg 11,000 TDZE 23 Arpt Elev 30
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AL-330 [USAF]

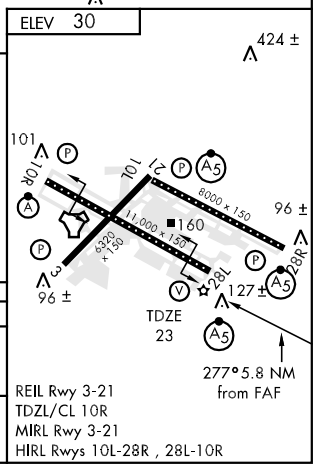
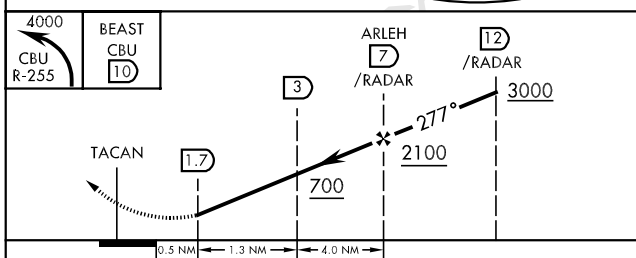
PORTLAND INTL (KPDY)

MISSED APPROACH: Climbing left turn to 4000 via CBU R-255 to BEAST INT/CBU 10 DME and hold, or when directed by ATC climb to 4000 via BTG R-163 to BTG VORTAC then via BTG R-329 to AASEN INT and hold.

ARR ATIS DEP 128.35 120.625 269.9 239.25	PORTLAND APP CON 100°279° 118.1 284.6 280°099° 124.35 299.2	PORTLAND TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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RADAR REQUIRED



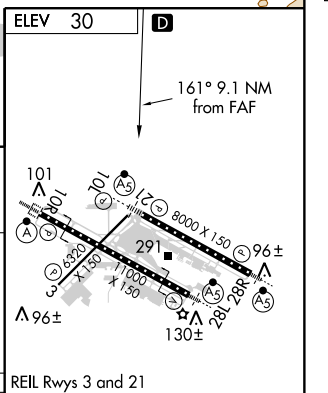
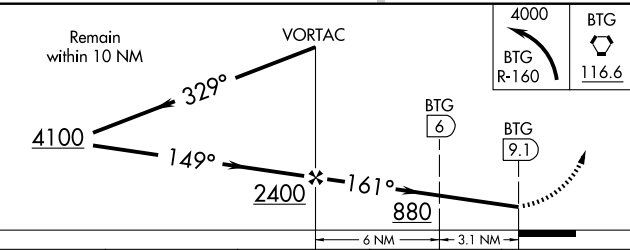
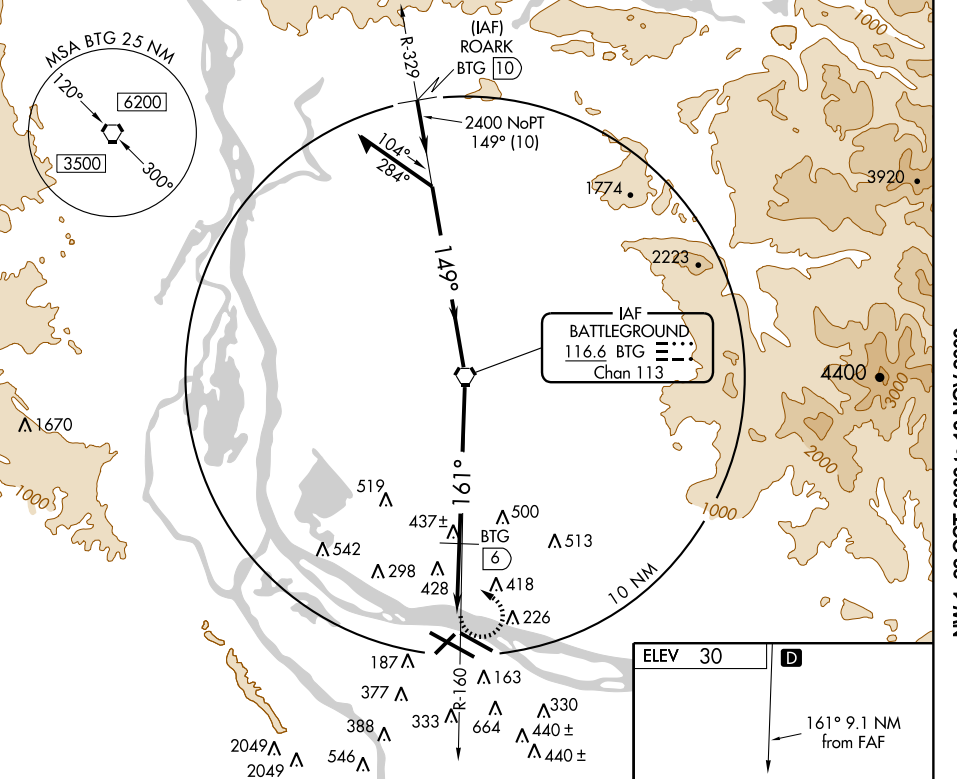
CATEGORY	A	B	C	D	E
S-28L	600/50 577 (600-1)		600-1½ 577 (600-½)	600-1¾ 577 (600-¼)	600-2 577 (600-2)
CIRCLING	720-1 690 (700-1)		740-2 710 (800-2)	980-3 950 (1000-3)	1060-3 1030 (1100-3)

NW-1, 22 OCT 2009 to 19 NOV 2009

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MISSED APPROACH: Climbing left turn to 4000
via BTG R-160 to BTG VORTAC.

ATIS 128.35 269.9	PORTLAND APP CON ★ 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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CATEGORY	A	B	C	D	REIL Rwys 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwys 10L-28R and 10R-28L
CIRCLING	880-1 850 (900-1)	880-1¼ 850 (900-1¼)	880-2½ 850 (900-2½)	1020-3 990 (1000-3)	
DME MINIMA					FAF to MAP 9.1 NM
CIRCLING	740-1 710 (800-1)		740-2 710 (800-2)	1020-3 990 (1000-3)	Knots Min:Sec 9:06 6:04 4:33 3:38 3:02

VOR/DME PDX 111.8 Chan 55	APP CRS 215°	Rwy Idg 6320 TDZE 27 Apt Elev 30
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VOR/DME RWY 21
PORTLAND INTL (PDX)

Visibility reduction by helicopters NA.

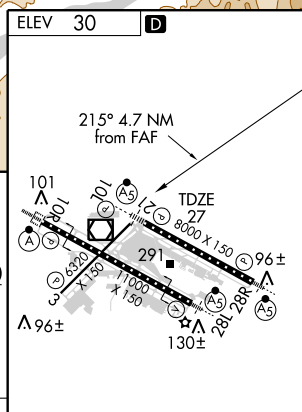
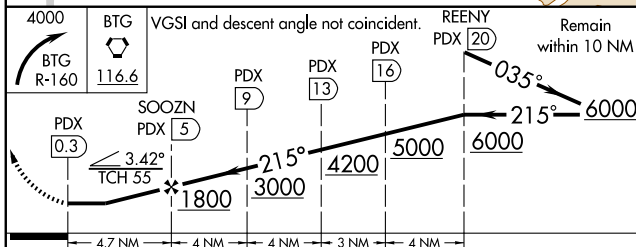
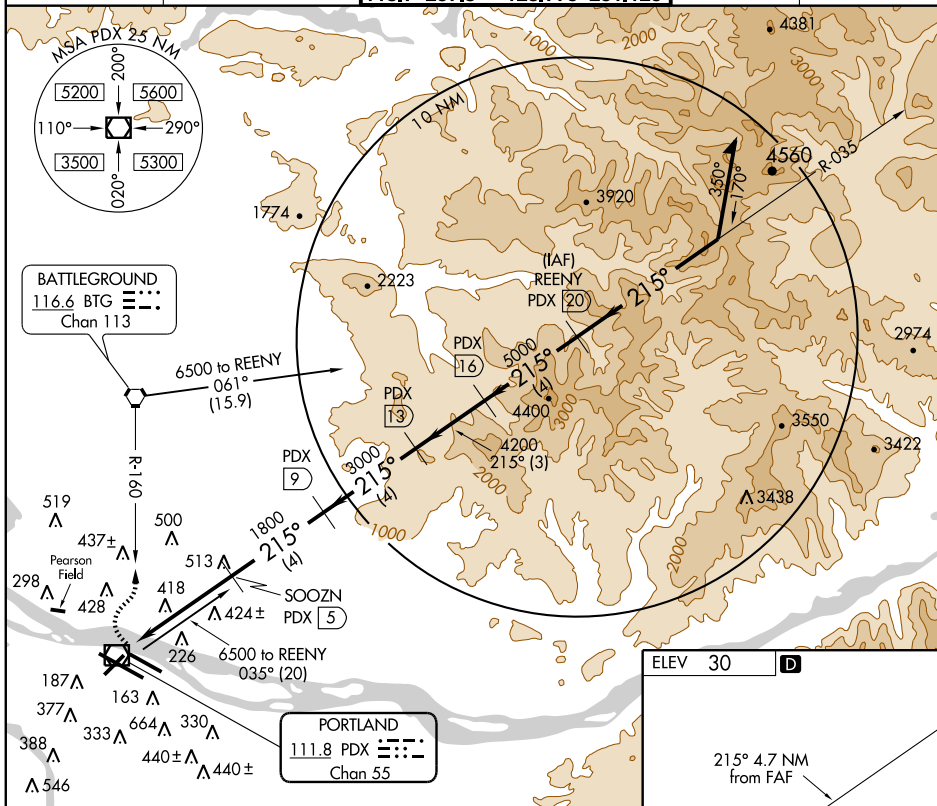
MISSED APPROACH: Climbing right turn to 4000
via BTG R-160 to BTG VORTAC.

ATIS
128.35 269.9

PORTLAND APP CON ★
124.35 299.2

PORTLAND TOWER			
Rwy 10L-28R		Rwys 3-21, 10R-28L	
118.7	257.8	123.775	251.125

GND CON
121.9 348.6



CLNC DEL
120.125 318.1

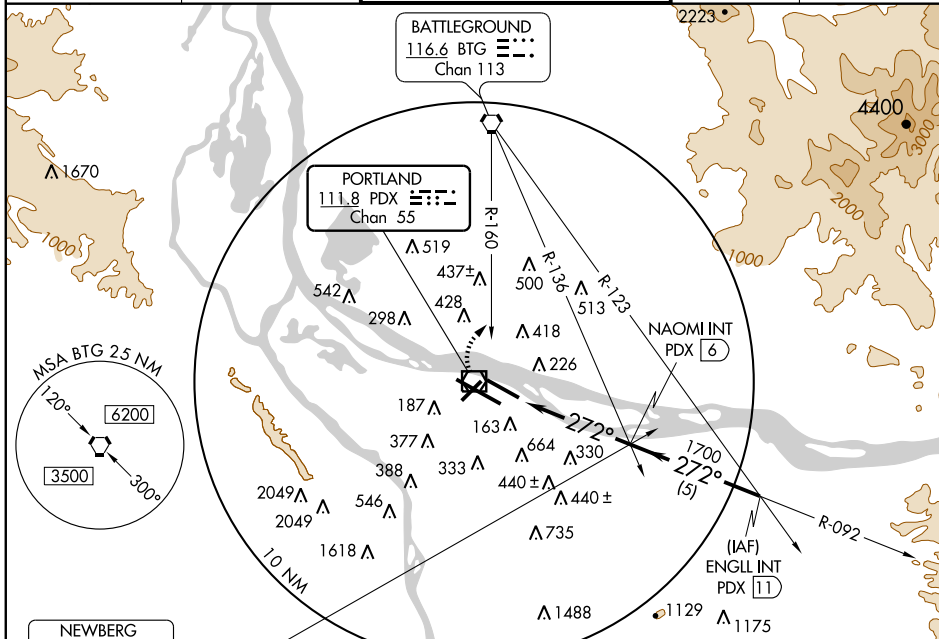
CATEGORY	A	B	C	D
S-21	720-1 693 (700-1)		720-2 693 (700-2)	720-2¼ 693 (700-2¼)
CIRCLING	720-1 690 (700-1)	740-1 710 (800-1)	740-2 710 (800-2)	1020-3 990 (1000-3)

REIL Rwy 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwy 10L-28R and 10R-28L

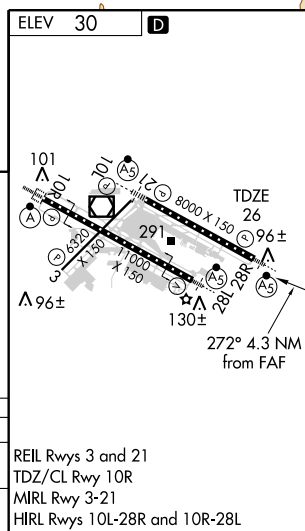
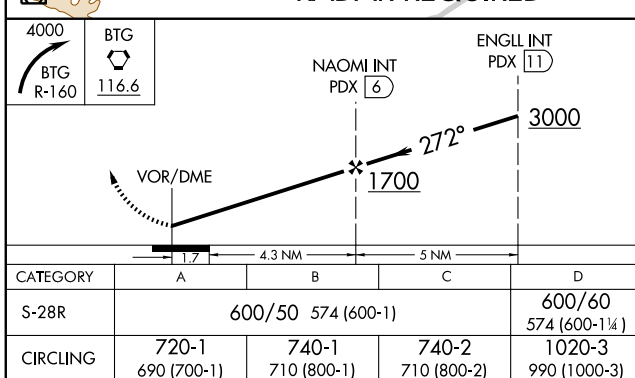
VOR/DME PDX 111.8 Chan 55	APP CRS 272°	Rwy Idg 8000 TDZE 26 Apt Elev 30
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VOR RWY 28R
PORTLAND INTL (PDX)

 Inoperative table applies only to Cat. C and D.		 MALSR		MISSED APPROACH: Climbing right turn to 4000 via BTG R-160 to BTG VORTAC.	
ATIS 128.35 269.9		PORTLAND APP CON ★ 124.35 299.2		PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwy 3-21, 10R-28L 123.775 251.125 GND CON 121.9 348.6 CLNC DEL 120.125 318.1	

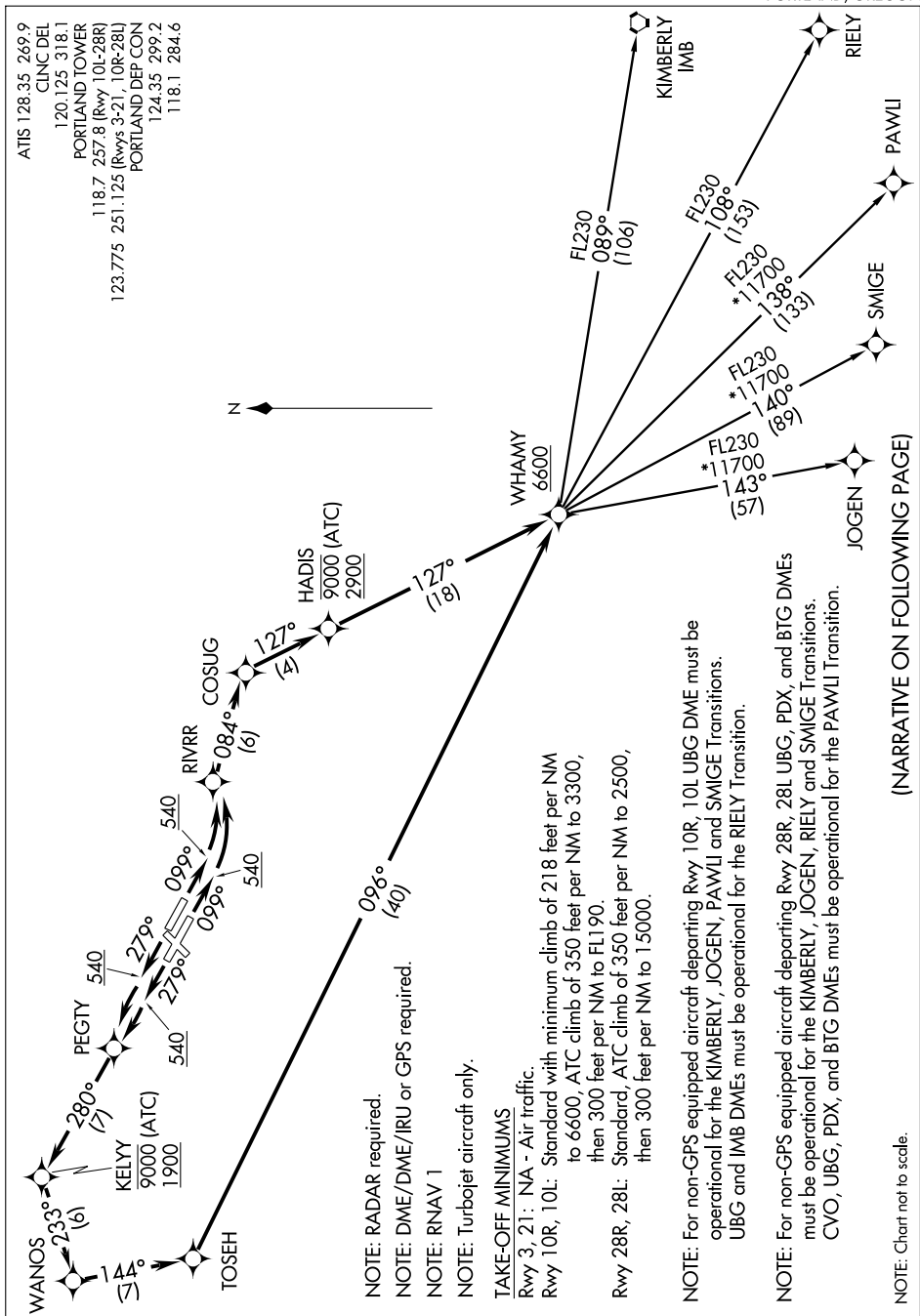


RADAR REQUIRED



WHAMY ONE DEPARTURE (RNAV)

SL-330 (FAA)

PORTLAND INTL (PDX)
PORTLAND, OREGON



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

JOGEN TRANSITION (WHAMY1.JOGEN)

KIMBERLY TRANSITION (WHAMY1.IMB)

PAWLI TRANSITION (WHAMY1.PAWLI)

RIELY TRANSITION (WHAMY1.RIELY)

SMIGE TRANSITION (WHAMY1.SMIGE)

TAKE-OFF OBSTACLE NOTES

Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.

Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL

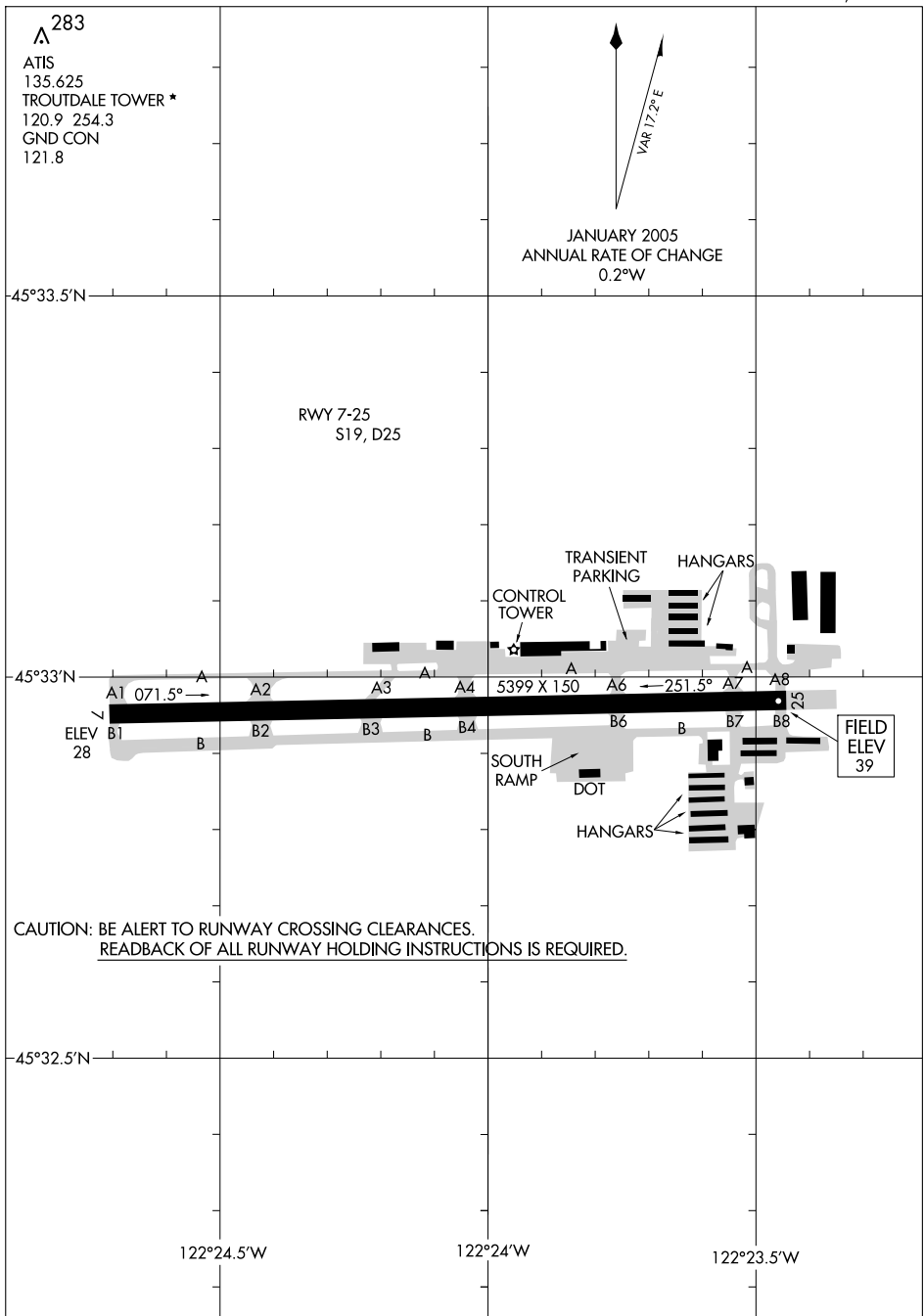
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

AIRPORT DIAGRAM

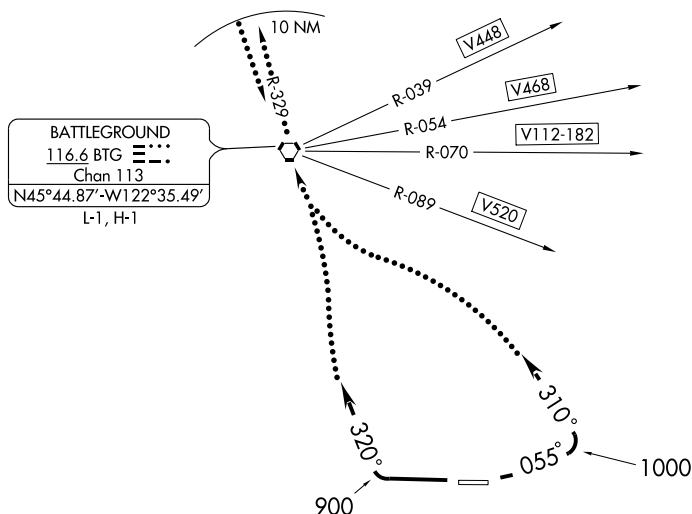
AL-649 (FAA)

PORTLAND-TROUTDALE (TTD)
PORTLAND, OREGON



NW-1, 22 OCT 2009 to 19 NOV 2009

CTAF 120.9



NOTE: Rwy 7 requires a minimum climb gradient of 420' per NM to 4000'.

Rwy 25 requires a minimum climb of 310' per NM to 2000'.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 7: Climb via heading 055° to 1000', then turn left to 310° or as assigned.

TAKE-OFF RUNWAY 25: Climb runway heading to 900', then turn right to 320° or as assigned.

LOST COMMUNICATIONS: Proceed direct to BTG VORTAC. Continue climb on the BTG R-329 within 10 NM to cross BTG VORTAC at or above: NE-bound V448, 9400'; NE-bound V468, 4500'; E-bound V112, V182, V520, 4700'; for non airways BTG R-355 CW BTG R-120, 8800'; all others, 2500'.

ALTERNATE LOST COMMUNICATIONS PROCEDURE: When BTG VORTAC is out of service: if no contact with ATC leaving 3000', continue climb to assigned altitude and proceed direct to UBG VOR/DME, thence via assigned route.

HELNS FOUR ARRIVAL

ST-330 (FAA)

PORTLAND, OREGON

PORTLAND APP CON

124.35 299.2

PORTLAND INTL ATIS

128.35 269.9

PORTLAND-HILLSBORO ATIS

127.65

SEATTLE

116.8 SEA

Chan 115

N47°26.12'-W122°18.58'

L-1, H-1

10000
+9700
161°
(71)HELNS
N46°15.42'
W122°18.58'10000
180°
(111)7000
(22)

BATTLE GROUND

116.6 BTG

Chan 113

N45°44.87'-W122°35.49'

KRATR

N46° 05.39' - W122° 24.17'

NOTE: Maintain the last assigned altitude. Upon receipt of "Descend via the HELNS4": . . .

PROP/TURBOPROP: Cross at and maintain 10,000'.

TURBOJET: Cross at and maintain 12,000' at 300 KIAS or less.

PORTLAND
INTLPORTLAND-
HILLSBORO

PORTLAND-TROUTDALE

AURORA
STATE

NOTE: Chart not to scale.

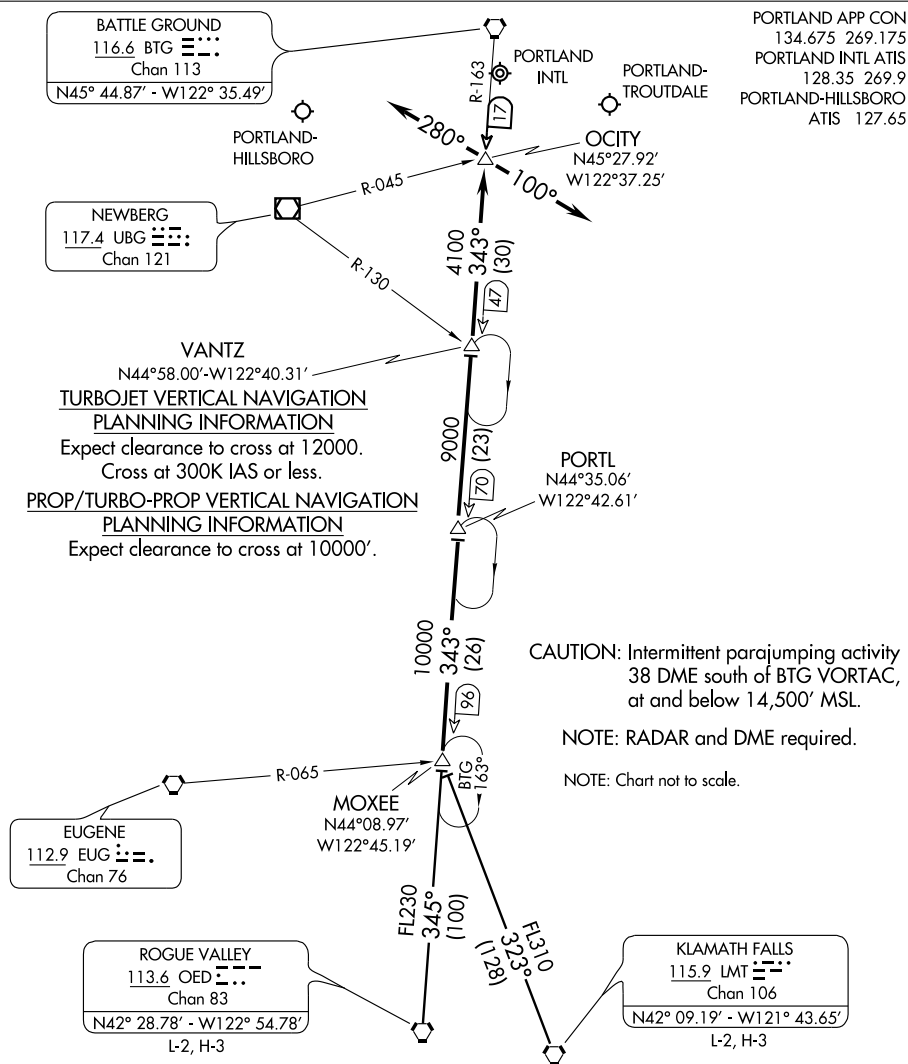
NOTE: DME and RADAR required.

SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence....

.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence....

LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course.

LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.



KLAMATH FALLS TRANSITION (LMT.MOXEE6): From over LMT VORTAC via LMT R-323 to MOXEE INT. Thence

ROGUE VALLEY TRANSITION (OED.MOXEE6): From over OED VORTAC via OED R-345 to MOXEE INT. Thence

. . . . From over MOXEE INT via BTG R-163 to OCITY INT. Thence via:



Landing East - Depart OCITY INT heading 280° for vectors to final approach course.

Landing West - Depart OCITY INT heading 100° for vectors to final approach course.

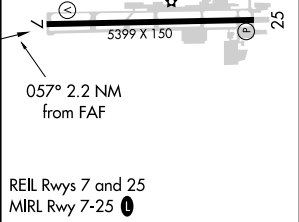
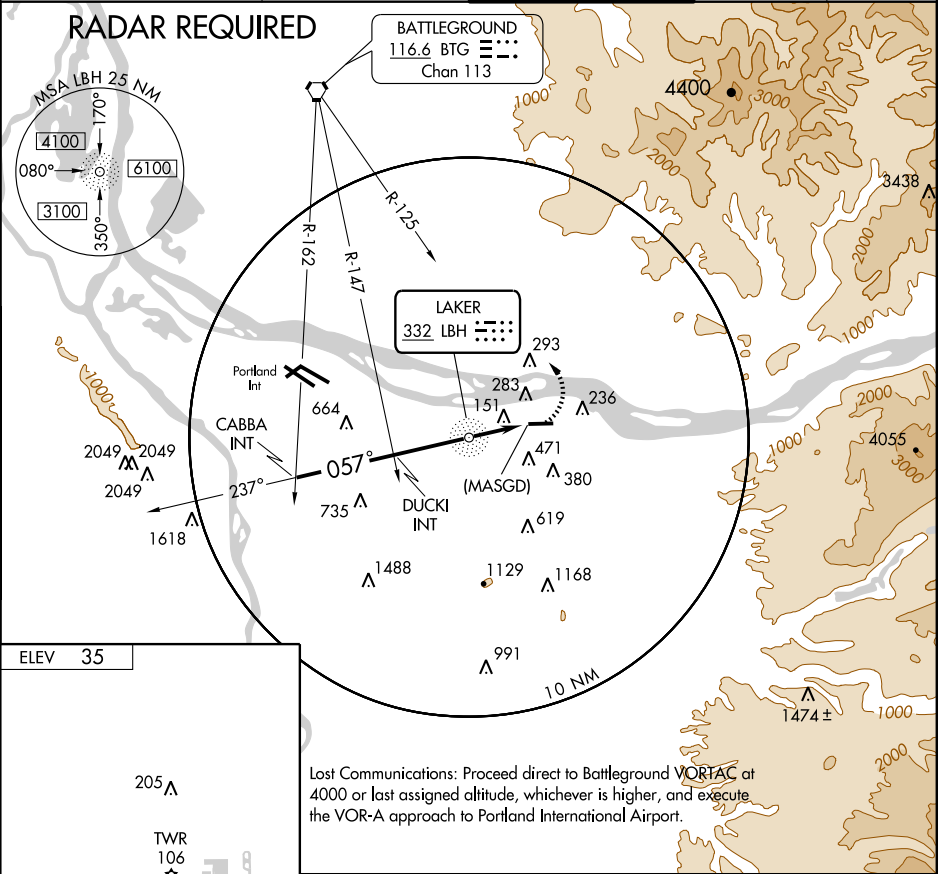
LOST COMMUNICATIONS: After OCITY INT, proceed direct BTG VORTAC.

NDB LBH	APP CRS	Rwy Idg TDZE	N/A
332	057°	Apt Elev	35

NDB or GPS-A
PORTLAND-TROUTDALE (TTD)

 	If local altimeter setting not received procedure not authorized.	MISSED APPROACH: Climbing left turn to 4000 via BTG R-125 to BTG VORTAC.
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ATIS 135.625	PORTLAND APP CON 124.35 299.2	TROUTDALE TOWER ★ 120.9 (CTAF) 254.3	GND CON 121.8	UNICOM 122.95
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FAF to MAP 2.2 NM						CATEGORY			
Knots	60	90	120	150	180	A	B	C	D
Min:Sec	2:12	1:28	1:06	0:53	0:44	1040-1¼ 1005 (1100-1¼)	1060-1½ 1025 (1100-1½)	1060-3 1025 (1100-3)	1300-3 1265 (1300-3)

DESCHUTES ONE DEPARTURE (RNAV)

SEATTLE CENTER
128.15 257.75
UNICOM 122.8 (CTAF)

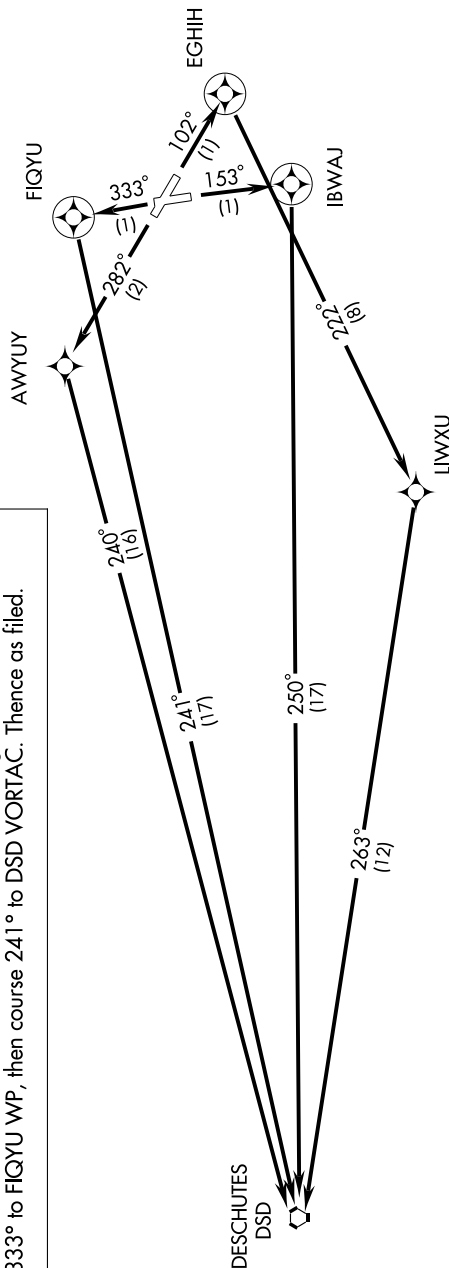
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10: Climb to 9000 (or ATC assigned altitude) via course 102° to EGHIIH WP, then course 222° to LIWXU WP, then course 263° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 15: Climb to 9000 (or ATC assigned altitude) via course 153° to IBWAJ WP, then course 250° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 28: Climb to 9000 (or ATC assigned altitude) via course 282° to AWYUY WP, then course 240° to DSD VORTAC. Thence as filed.

TAKE-OFF RUNWAY 33: Climb to 9000 (or ATC assigned altitude) via course 333° to FIQYU WP, then course 241° to DSD VORTAC. Thence as filed.



NOTE: Standard with minimum climb gradient of 400' per NM to 9000', except V25 North requires minimum climb gradient of 400' per NM to 7000'.

NOTE: 1. GPS Required.

2. RNAV 1

NOTE: Chart not to scale.

Remain within 10 NM

6600

263°

LOM*

4800

3.01°

TCH 40

4.7 NM

4300

6600

RD

411

ELEV 3250

083° 4.7 NM from FAF

TDZE 3250

5000 X 60

403 X 40

33

28

*Maximum procedure turn entry altitude 10000'.

CATEGORY	A	B	C	D
S-10	4100-1 850 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)
CIRCLING	4100-1 850 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)

MIRL Rwy 10-28

LIRL Rwy 15-33

FAF to MAP 4.7 NM

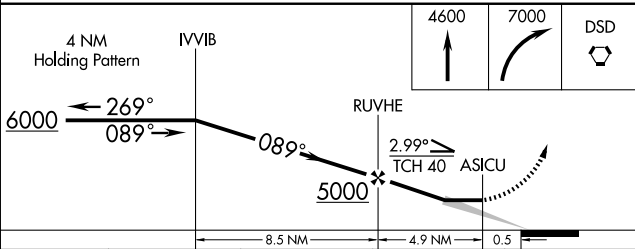
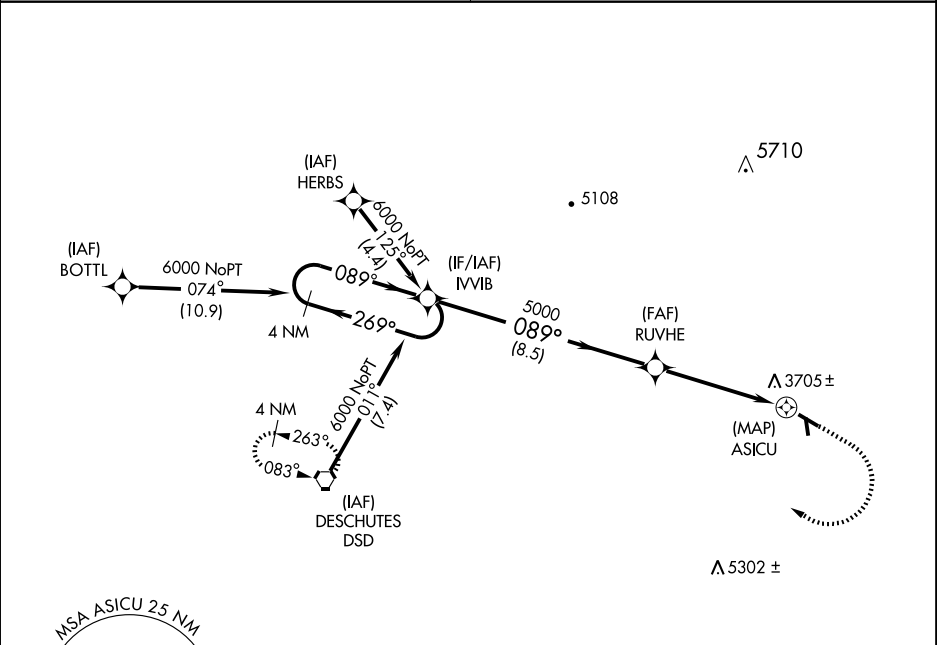
	Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34	

APP CRS 089°	Rwy Idg TDZE Apt Elev 5000 3250 3250
------------------------	--

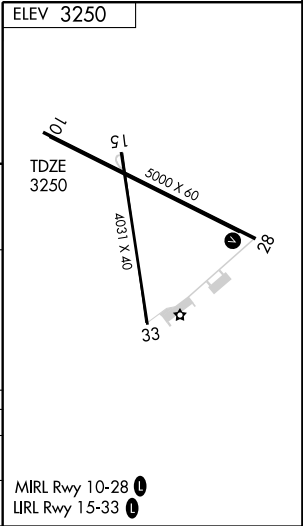
RNAV (GPS) RWY 10
PRINEVILLE (S39)

▼ GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 4600 then climbing right turn to 7000 direct DSD VORTAC and hold.
▲ NA Use Roberts Field altimeter setting.	

SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF) 0
--	---------------------------------



CATEGORY	A	B	C	D
RNAV MDA	4020-1 770 (800-1)	4020-1¼ 770 (800-1¼)	4020-2¼ 770 (800-2¼)	4020-2½ 770 (800-2½)
CIRCLING	4060-1 810 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)



MIRL Rwy 10-28
LRL Rwy 15-33

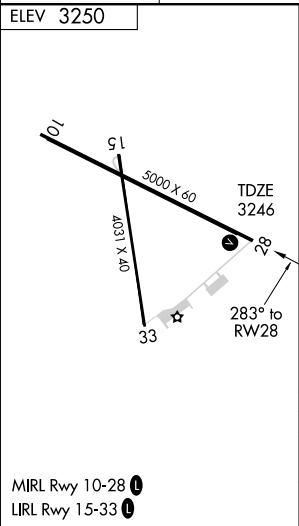
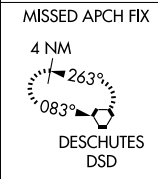
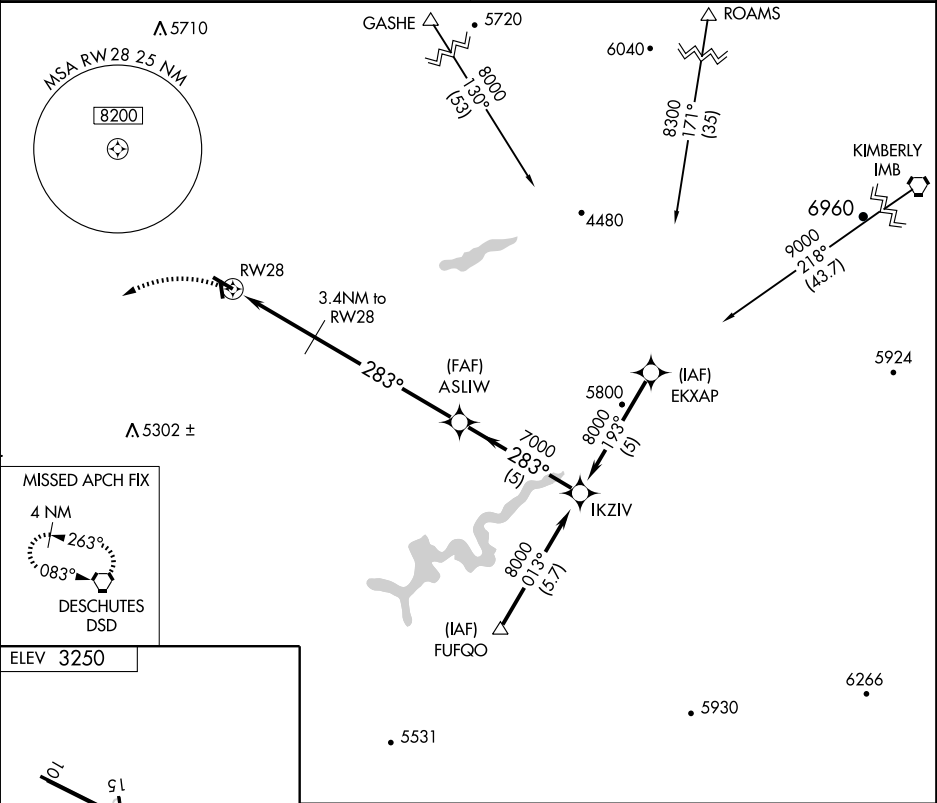
APP CRS	Rwy Idg	5000
283°	TDZE	3246
	Apt Elev	3250

RNAV (GPS) RWY 28

PRINEVILLE (S39)

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climbing left turn to 7000 direct DSD VORTAC and hold.
NA	

SEATTLE CENTER 128.15 257.75	UNICOM 122.8 (CTAF)
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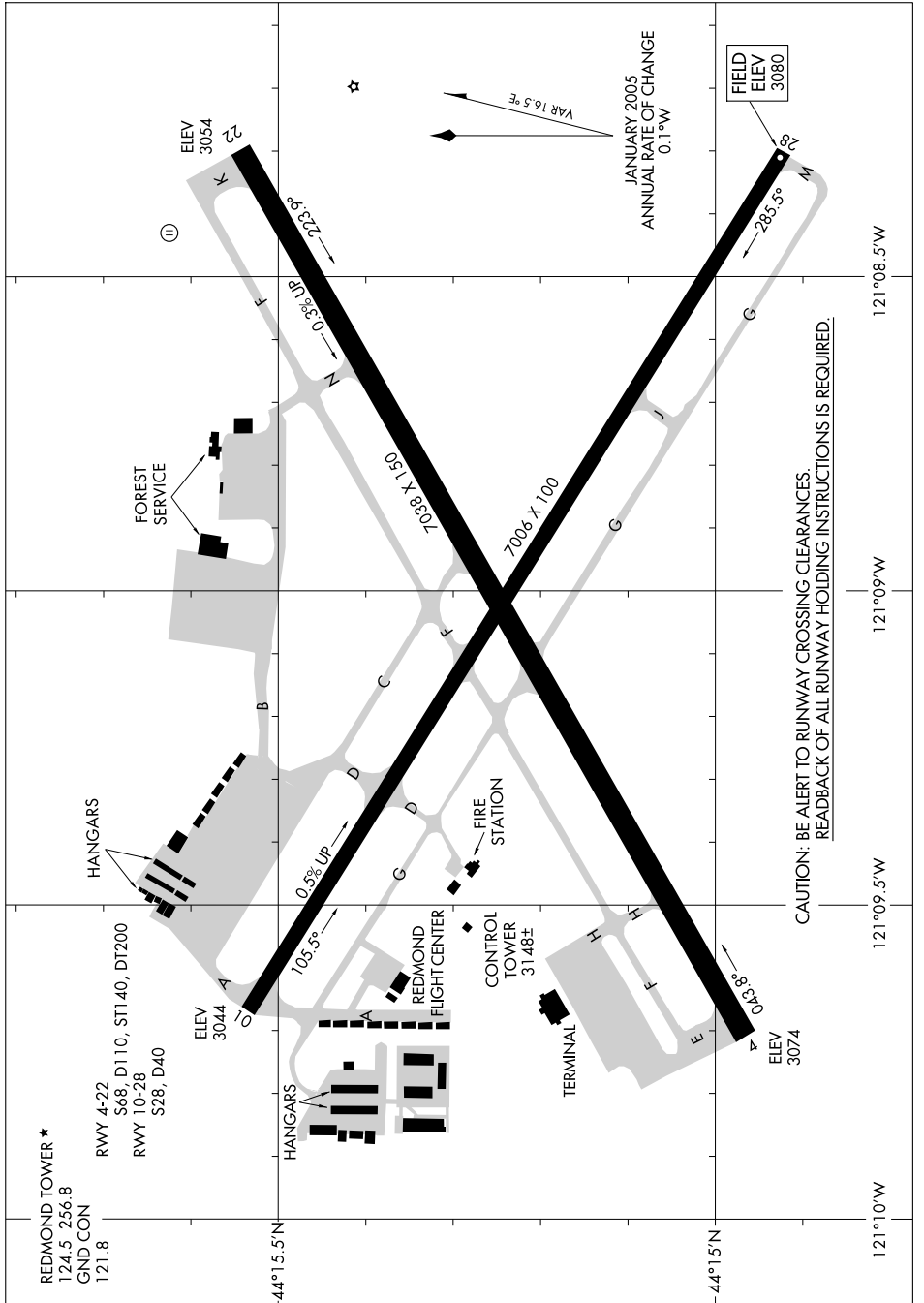


	7000	DSD	VGSI and descent angles not coincident.	IKZIV	
			ASLIW	8000	
			3.4 NM to RW28	Procedure Turn NA	
			7000		
			3.4 NM	6 NM	5 NM
CATEGORY	A	B	C	D	
LNAV MDA	3840-1	594 (600-1)	3840-1½ 594 (600-1½)	NA	
CIRCLING	4060-1 810 (900-1)	4100-1¼ 850 (900-1¼)	4100-2½ 850 (900-2½)	4100-2¾ 850 (900-2¾)	

AIRPORT DIAGRAM

AL-345 (FAA)

REDMOND/ ROBERTS FIELD (RDM)
REDMOND, OREGON



NW-1. 22 OCT 2009 to 19 NOV 2009

ILS or LOC RWY 22

REDMOND/ROBERTS FIELD (RDM)

MALSR

MISSED APPROACH: Climb to 3500 then climbing right turn to 7000 via heading 315° and DSD VORTAC R-348 to CUPRI/DSD 22 DME and hold.

MISSED APCH FIX

R-348

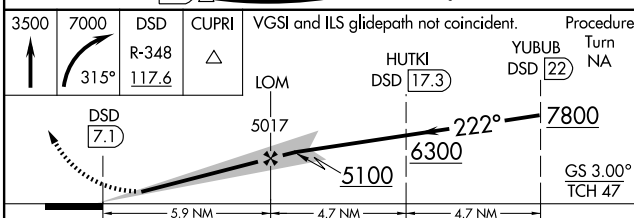
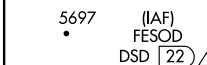
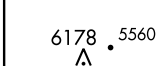
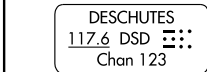
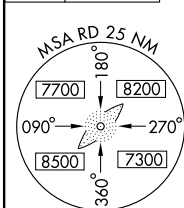
348°

768°

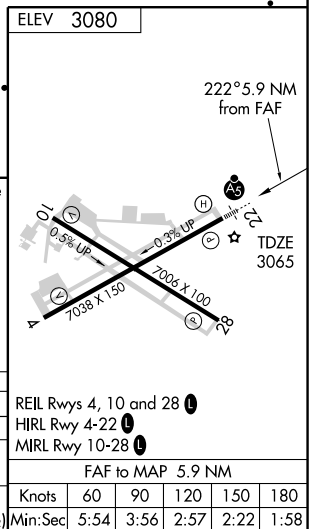
CUPRI

DSD 22

DME REQUIRED

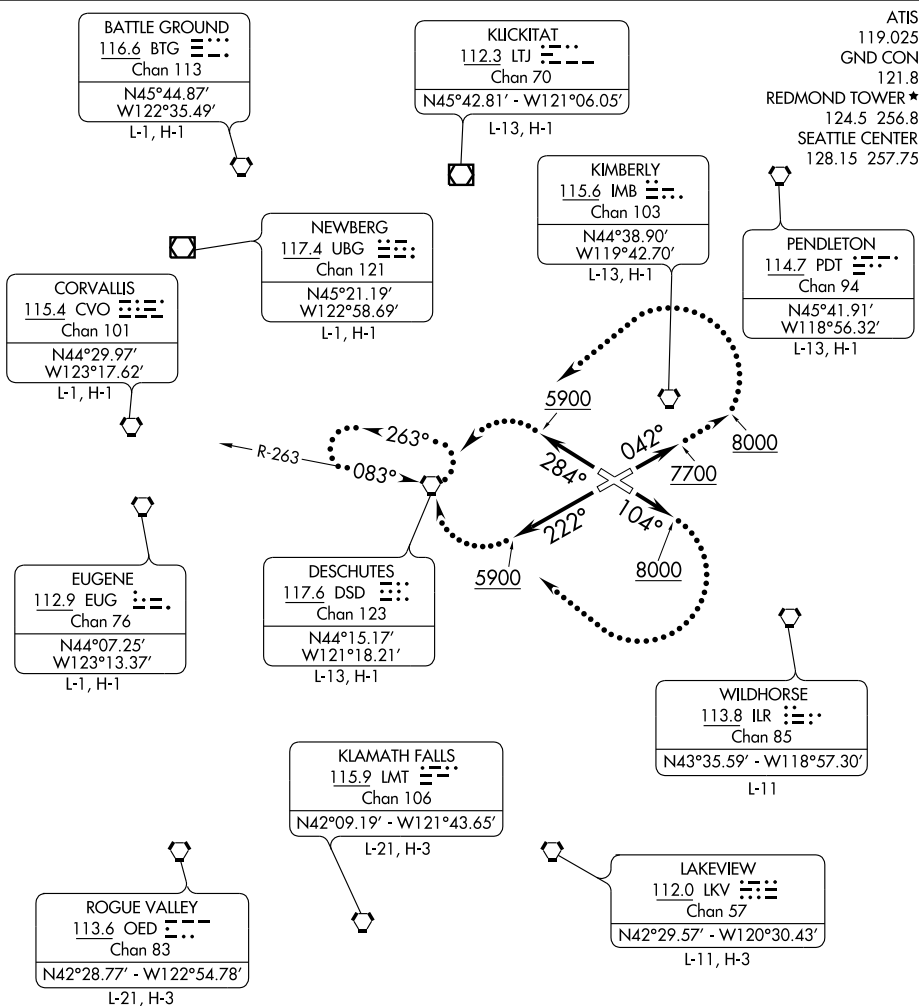


CATEGORY	A	B	C	D	E
S-ILS 22	3265- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 22	3340- $\frac{1}{2}$ 275 (300- $\frac{1}{2}$)		3340- $\frac{3}{4}$ 275 (300- $\frac{3}{4}$)		
CIRCLING	3520-1 440 (500-1)	3540-1 460 (500-1)	3540-1 $\frac{1}{2}$ 460 (500-1 $\frac{1}{2}$)	3780-2 $\frac{1}{4}$ 700 (700-2 $\frac{1}{4}$)	3780-2 $\frac{1}{2}$ 700 (700-2 $\frac{1}{2}$)



REDMOND ONE DEPARTURE

REDMOND, OREGON

TAKE-OFF OBSTACLE

Rwy 28: Numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL.
Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

TAKE-OFF MINIMUMS

Rwy 4: Standard with minimum obstacle climb of 371' per NM to 13000, ATC climb of 465' per NM to 7700.
Rwy 10: Standard with minimum climb of 406' per NM to 13000.
Rwy 22: Standard with minimum obstacle climb of 356' per NM to 13000, ATC climb of 406' per NM to 5900.
Rwy 28: Standard with minimum climb of 358' per NM to 13000.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON THE FOLLOWING PAGE)

REDMOND ONE DEPARTURE

REDMOND, OREGON



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 4: Climb heading 042° or ATC assigned heading to 7700 for radar vectors to assigned route/fix, Thence. . . .

TAKE-OFF RUNWAY 10: Climb heading 104° or ATC assigned heading to 8000 for radar vectors to assigned route/fix, Thence. . . .

TAKE-OFF RUNWAY 22: Climb heading 222° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

TAKE-OFF RUNWAY 28: Climb heading 284° or ATC assigned heading to 5900 for radar vectors to assigned route/fix, Thence. . . .

. . . . Maintain 14000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 6000, continue climb to assigned altitude and:

TAKE-OFF RUNWAY 4: Continue climb to 8000, then climbing left turn direct DSD VORTAC. . . .

TAKE-OFF RUNWAY 10: Climbing right turn direct DSD VORTAC. . . .

TAKE-OFF RUNWAY 22: Climbing right turn direct DSD VORTAC. . . .

TAKE-OFF RUNWAY 28: Climbing left turn direct DSD VORTAC. . . .

. . . . Climb-in-hold at DSD VORTAC (hold W, LT, 083° inbound) to cross DSD VORTAC at or above the MEA before proceeding on course.

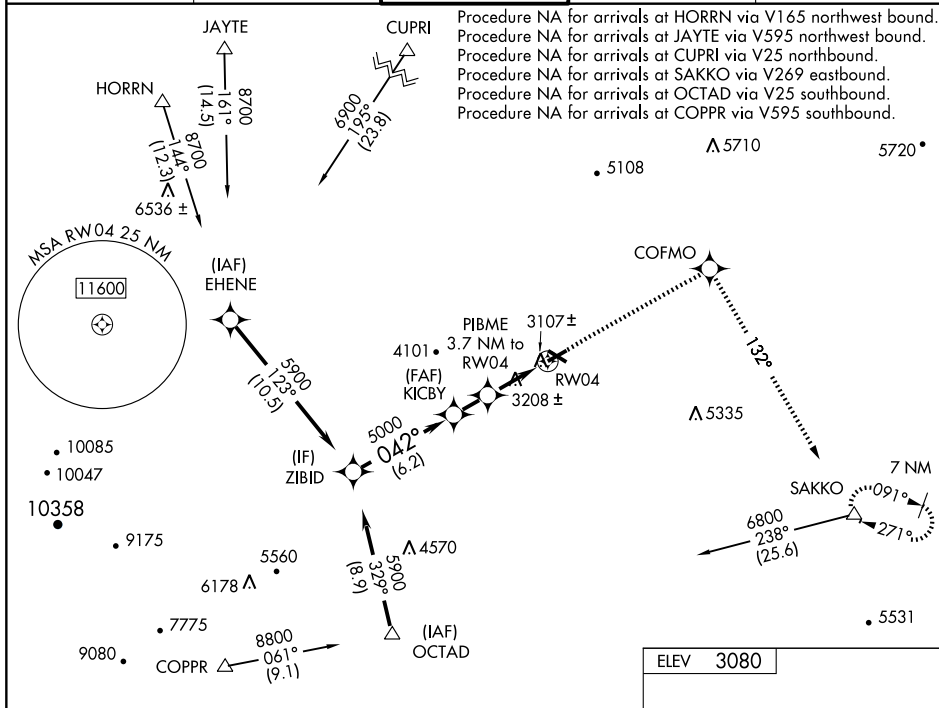
WAAS CH 70514 W04A	APP CRS 042°	Rwy Idg 7038 TDZE 3075 Apt Elev 3080
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RNAV (GPS) RWY 4
REDMOND/ROBERTS FIELD (RDM)

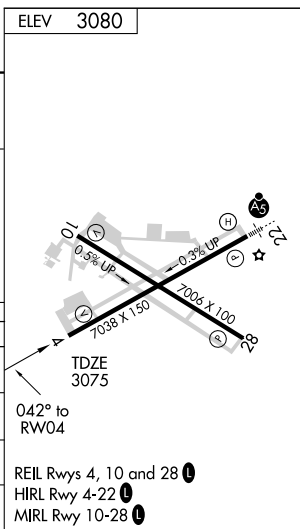
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. When local altimeter setting not received procedure NA.

MISSED APPROACH: Climb to 9500 direct COFMO and via track 132° to SAKKO and hold, continue climb-in-hold to 9500.

ATIS 119.025	SEATTLE CENTER 128.15 257.75	REDMOND TOWER* 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	3325- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	3367-1 292 (300-1)			
LNAV MDA	3520-1	445 (500-1)	3520-1 $\frac{1}{4}$ 445 (500-1 $\frac{1}{4}$)	3520-1 $\frac{1}{2}$ 445 (500-1 $\frac{1}{2}$)
CIRCLING	3520-1 440 (500-1)	3540-1 460 (500-1)	3540-1 $\frac{1}{2}$ 460 (500-1 $\frac{1}{2}$)	3640-2 560 (600-1)



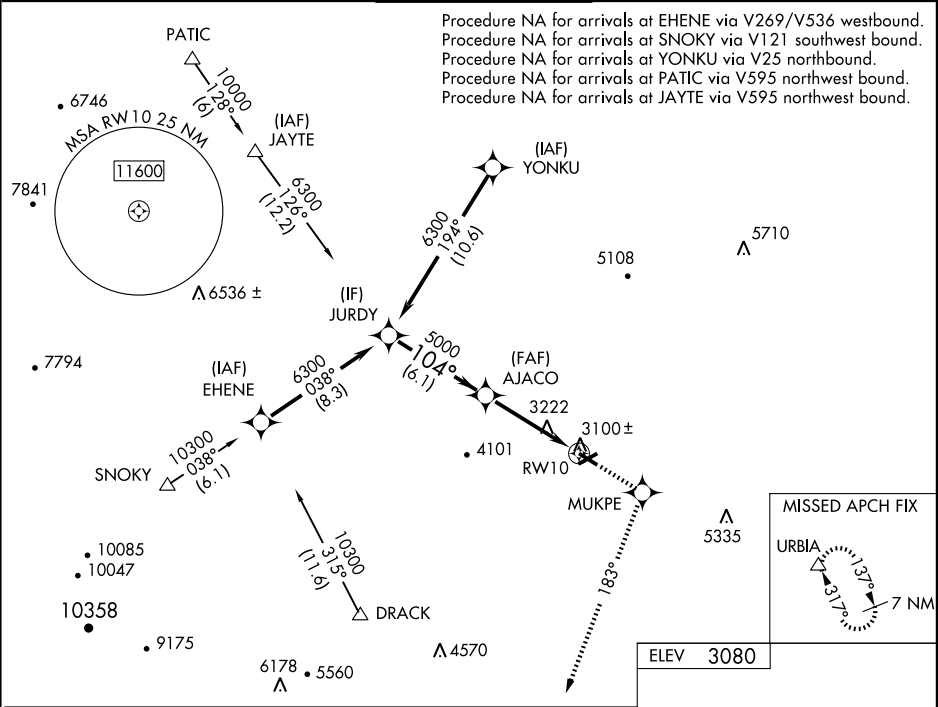
WAAS CH 53514 W10A	APP CRS 104°	Rwy Idg TDZE Apt Elev	7006 3067 3080
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RNAV (GPS) RWY 10

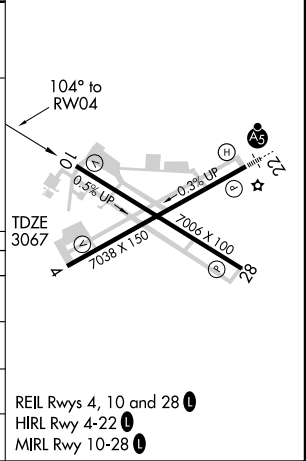
REDMOND/ROBERTS FIELD (RDM)

▽ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). When local altimeter setting not received, procedure NA.	MISSED APPROACH: Climb to 8500 direct MUKPE and via track 183° to URBIA and hold, continue climb-in-hold to 8500.
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ATIS 119.025	SEATTLE CENTER 128.15 257.75	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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Procedure Turn NA		JURDY	8500	MUKPE	183° trk	URBIA
		6300	AJACO			
		104°				
		5000	RW10			
		6.1 NM	5.9 NM			
CATEGORY	A	B	C	D		
LPV DA	3317-1		250 (300-1)			
LNAV/VNAV DA	3370-1		303 (300-1)			
LNAV MDA	3480-1 413 (400-1)		3480-1¼ 413 (400-1¼)			
CIRCLING	3480-1 400 (400-1)	3540-1 460 (500-1)	3540-1½ 460 (500-1½)	3640-2 560 (600-1)		

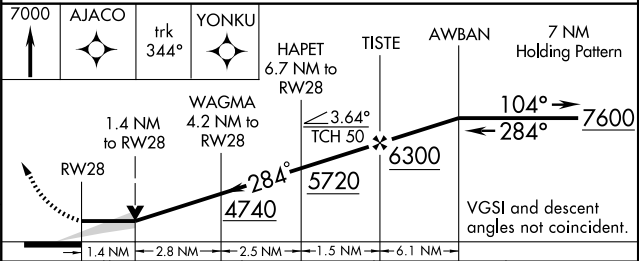
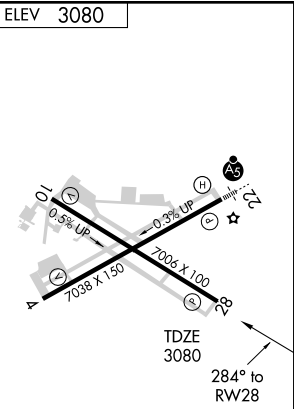
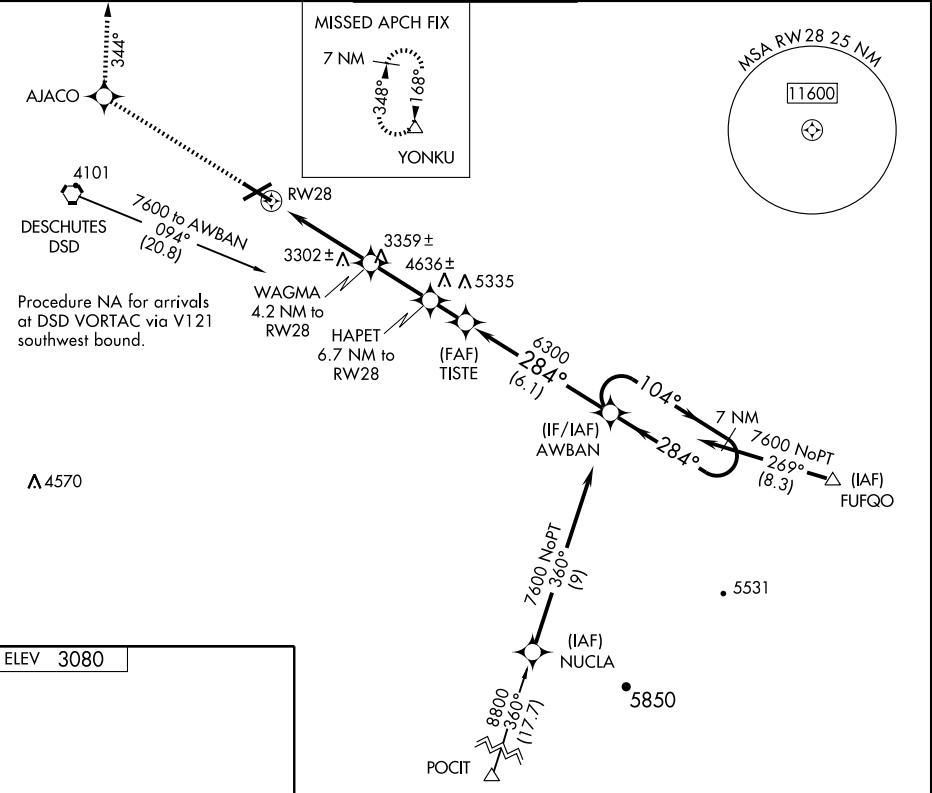


APP CRS	Rwy Idg	7006
284°	TDZE	3080
	Apt Elev	3080

RNAV (GPS) Y RWY 28

REDMOND/ROBERTS FIELD (RDM)

▼ DME/DME RNP -0.3 NA. When local altimeter setting not received, procedure NA.		MISSED APPROACH: Climb to 7000 direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000.		
ATIS 119.025	SEATTLE CENTER 128.15 257.75	REDMOND TOWER★ 124.5 (CTAF) 256.8	GND CON 121.8	UNICOM 122.95



REIL Rwy 4, 10 and 28				
HIRL Rwy 4-22				
MIRL Rwy 10-28				
CATEGORY	A	B	C	D
LNAV MDA	3560-1	480 (500-1)	3560-1¼ 480 (500-1¼)	NA
CIRCLING	3560-1	480 (500-1)	3560-1½ 480 (500-1½)	NA

WAAS CH 90214 W28A	APP CRS 284°	Rwy Idg TDZE Apt Elev 7006 3080 3080
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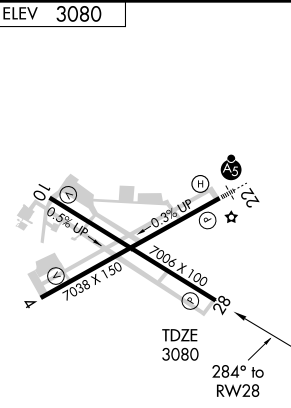
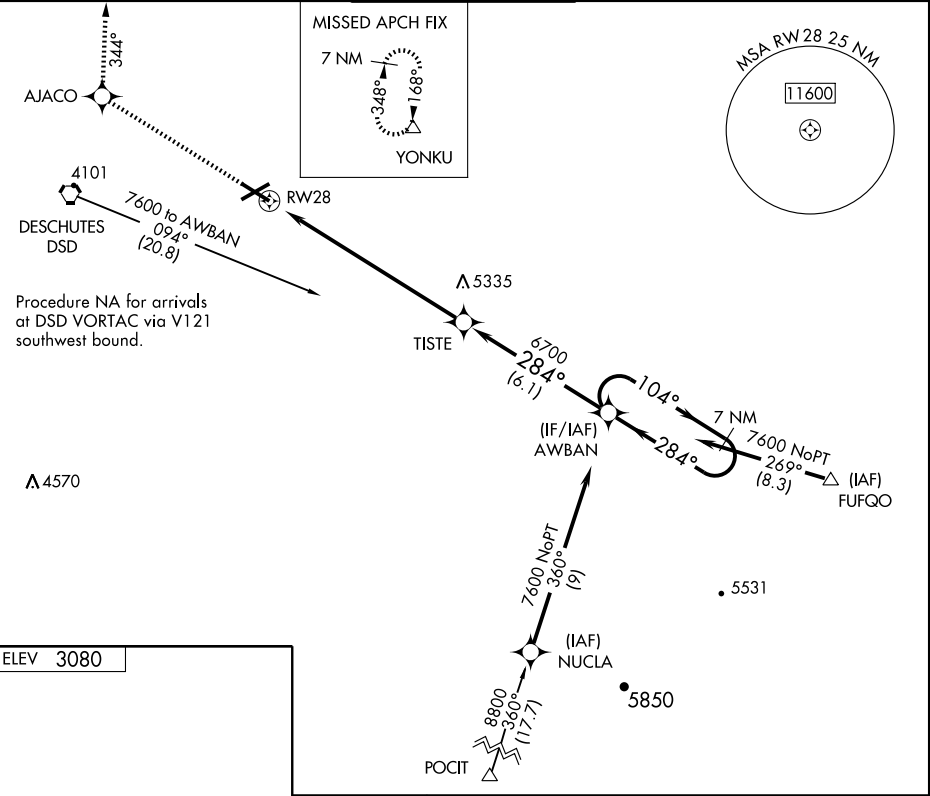
RNAV (GPS) Z RWY 28

REDMOND/ROBERTS FIELD (RDM)

▼ DME/DME RNP -0.3 NA.
When local altimeter setting not received, procedure NA.
Circling requires descent on glidepath to MDA.

MISSED APPROACH: Climb to 7000 direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000.

ATIS 119.025	SEATTLE CENTER 128.15 257.75	REDMOND TOWER★ 124.5 (CTAF) 256.8	GND CON 121.8	UNICOM 122.95
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REIL Rwy 4, 10 and 28
HIRL Rwy 4-22
MIRL Rwy 10-28

7000 ↑	AJACO ✧	344° trk ✧	YONKU ✧	TISTE	AWBAN	7 NM Holding Pattern
VGSI and RNAV glidepath not coincident.						
RW28	8.2 NM		6.1 NM	GS 4.03° TCH 50		
CATEGORY	A	B	C	D		
LPV DA	3366-¾ 286 (300-¾)	3366-1 286 (300-1)	NA			
CIRCLING	3480-1 400 (400-1)	3540-1 460 (500-1)	NA			

VORTAC DSD	APP CRS	Rwy Idg
117.6	249°	7038
Chan 123		TDZE
		3065
		Apt Elev
		3080

VOR/DME RWY 22

REDMOND/ROBERTS FIELD (RDM)

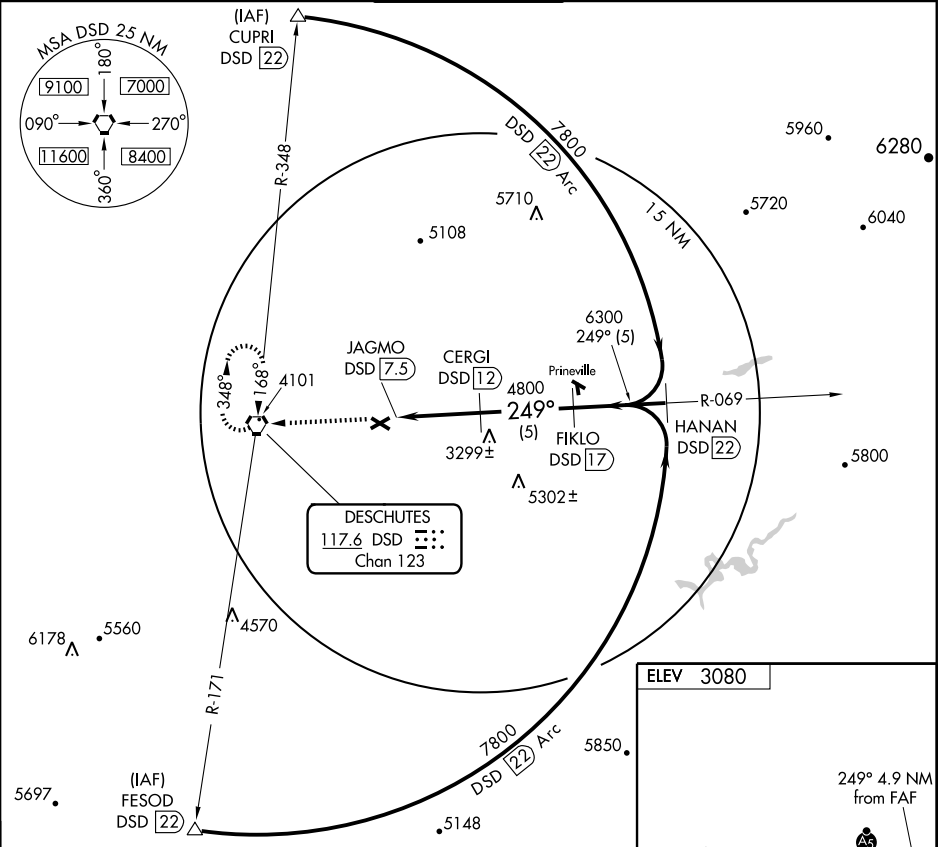
INOPERATIVE

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 7000 direct DSD VORTAC and hold.

ATIS 119.025	SEATTLE CENTER 128.15 257.75	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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7000	DSD	117.6				
↑						
	JAGMO DSD 7.5	DSD 9.7	CERGI DSD 12	FIKLO DSD 17	HANAN DSD 22	
	0.4	2.2 NM	2.3 NM	5 NM	5 NM	
	7000	4800	6300	7800	7800	
	0.4	2.2 NM	2.3 NM	5 NM	5 NM	
CATEGORY	A	B	C	D	E	
S-22	4000-1¼ 935 (1000-1¼)	4000-2¾ 935 (1000-2¾)	4000-2¾ 935 (1000-2¾)	4000-3 935 (1000-3)	4000-3 935 (1000-3)	
CIRCLING	4000-1¼ 920 (1000-1¼)	4000-2¾ 920 (1000-2¾)	4000-2¾ 920 (1000-2¾)	4000-3 920 (1000-3)	4000-3 920 (1000-3)	

ELEV 3080

249° 4.9 NM from FAF

0.5% Up 0.3% Up

7038 X 150 7006 X 100

TDZE 3065

REIL Rwy 4, 10 and 28

HIRL Rwy 4-22

MIRL Rwy 10-28

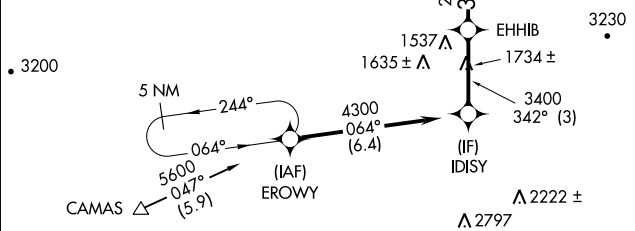
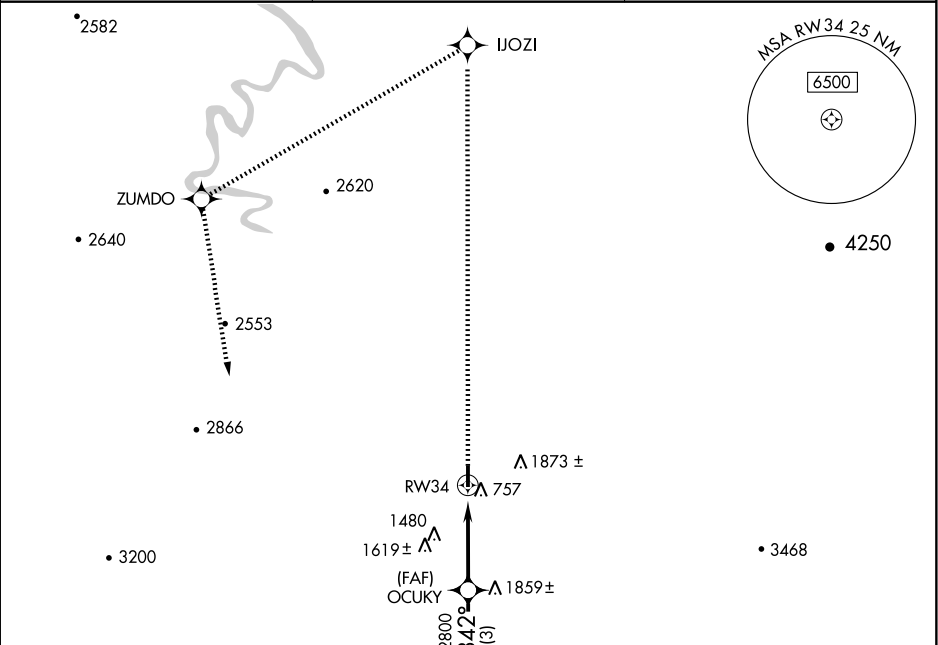
RNAV (GPS)-B
ROSEBURG RGNL (RBG)

APP CRS	Rwy Idg	N/A
342°	TDZE	N/A
	Apt Elev	529

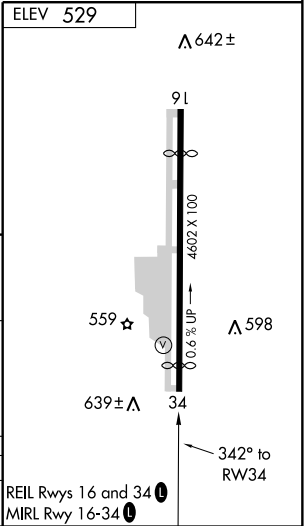
⚠ Circling NA east of Rwy 16-34.
⚠ If local altimeter setting not received, use North Bend altimeter setting and increase all MDAs 520 feet.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 5600 direct IJOZI and left turn via 222° track to ZUMDO and via 153° track to EROWY and hold.

ASOS 135.475	SEATTLE CENTER 121.4 239.0	UNICOM 122.8 (CTAF) 0
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VGSI and descent angles not coincident			
IDISY			
Procedure Turn NA			
3 NM			
3 NM			
3.8 NM			
CATEGORY	A	B	C
CIRCLING	1700-1¼ 1171 (1200-1¼)	1700-1½ 1171 (1200-1½)	1700-3 1171 (1200-3)



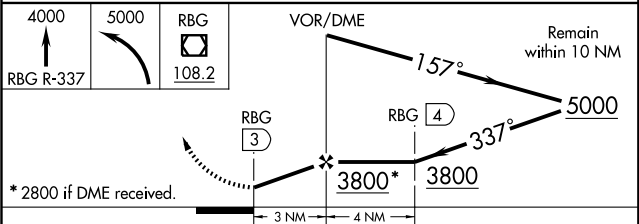
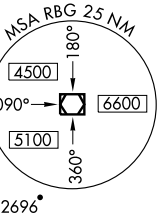
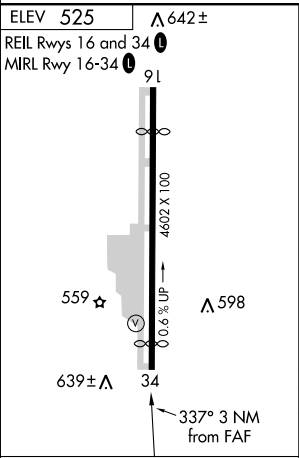
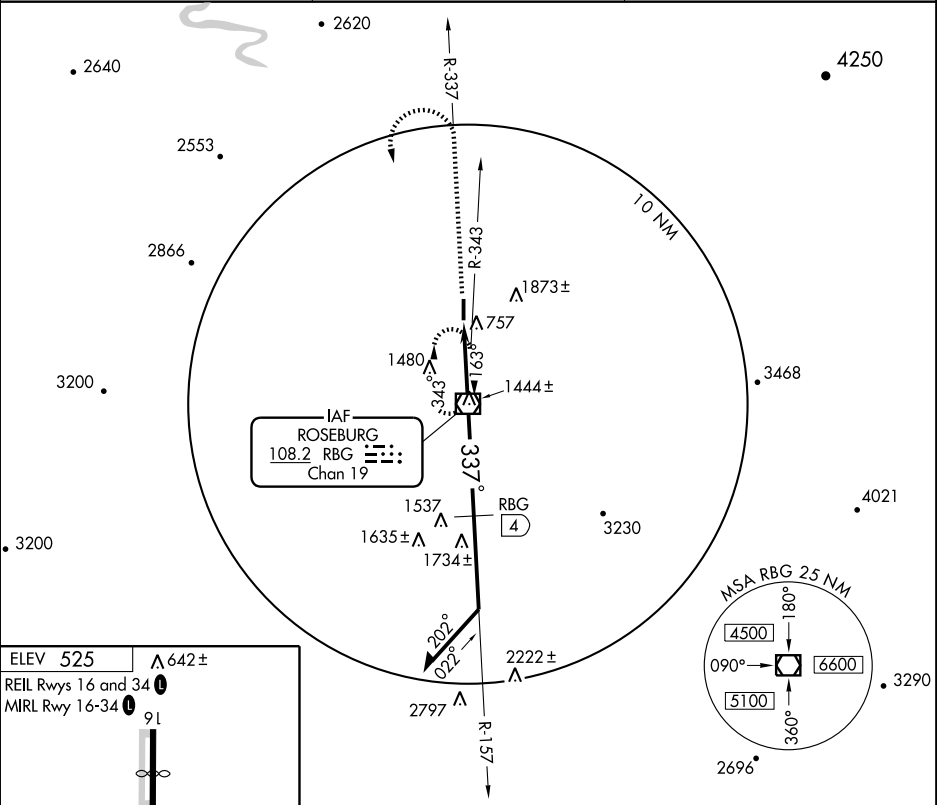
VOR/DME RBG 108.2 Chan 19	APP CRS 337°	Rwy Idg TDZE Apt Elev	N/A N/A 525
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VOR-A
ROSEBURG RGNL (RBG)

NA Circling not authorized east of Rwy 16-34.

MISSED APPROACH: Climb to 4000 via RBG R-337 within 1.5 NM; then climbing left turn to 5000 direct RBG VOR/DME and hold.

ASOS 135.475	SEATTLE CENTER 121.4 239.0	UNICOM 122.8 (CTAF)
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FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00
CIRCLING					
CATEGORY					
		A	B	C	D
CIRCLING		2600-1¼ 2075 (2100-1¼)	2600-1½ 2075 (2100-1½)	2600-3	2075 (2100-3)
DME MINIMUMS					
CIRCLING		1740-1¼ 1215 (1300-1¼)	1740-1½ 1215 (1300-1½)	1740-3 1215 (1300-3)	1920-3 1395 (1400-3)

AIRPORT DIAGRAM

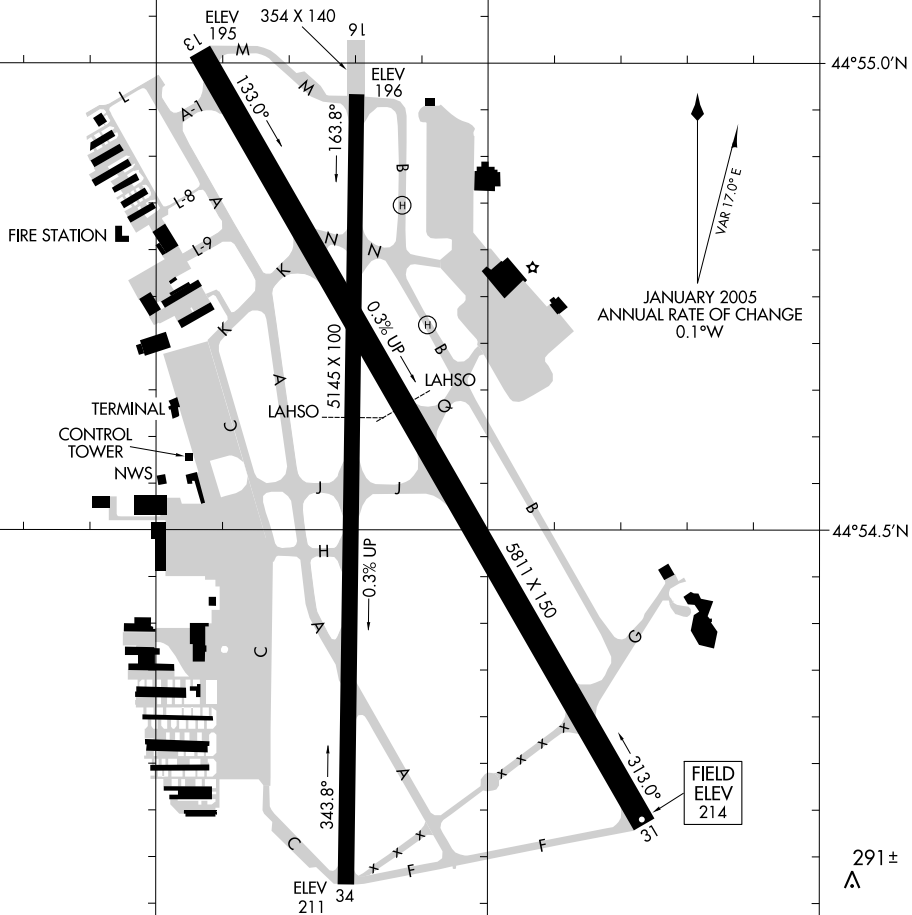
AL-361 (FAA)

SALEM/MCENARY FIELD (SLE)

SALEM, OREGON

ATIS 124.55
SALEM TOWER ★
119.1 257.2
GND CON
121.9

RWY 13-31
S100, D122, ST154, DT185
RWY 16-34
S30, D60, DT100



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBCK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC/DME I-SLE	APP CRS	Rwy Idg	5811
110.3	313°	TDZE	214
Chan 40		Apt Elev	214

***RVR 1800** authorized with the use of FD or AP or HUD to DA.
When local altimeter setting not received, use Mc Minnville
altimeter setting and increase DA 49 feet, and all MDA 60 feet;
increase circling Cat D visibility to 2 ¾ miles.
VDP NA when using Mc Minnville altimeter setting.

MALSR

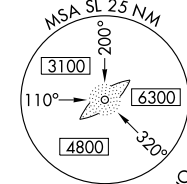
MISSED APPROACH: Climb to 4000 via I-SLE
NW course to ARTTY FM/INT/I-SLE 5.6 DME
and hold, continue climb-in-hold to 4000.

ATIS	SEATTLE CENTER	SALEM TOWER ★	GND CON	UNICOM
124.55	125.8 291.7	119.1 (CTAF) 0 257.2	121.9	122.95

ALTERNATE MISSED
APCH FIX

TURN
SL 266

Procedure NA for arrivals at JAIME
via V536 eastbound.
Procedure NA for arrivals at GLORR
via V448 southbound.

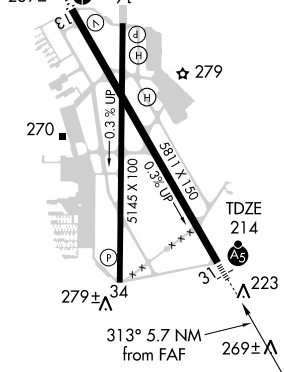


ELEV 2096

2096

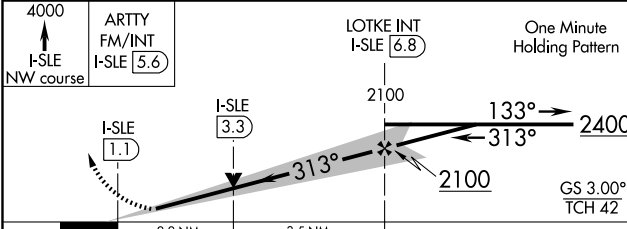
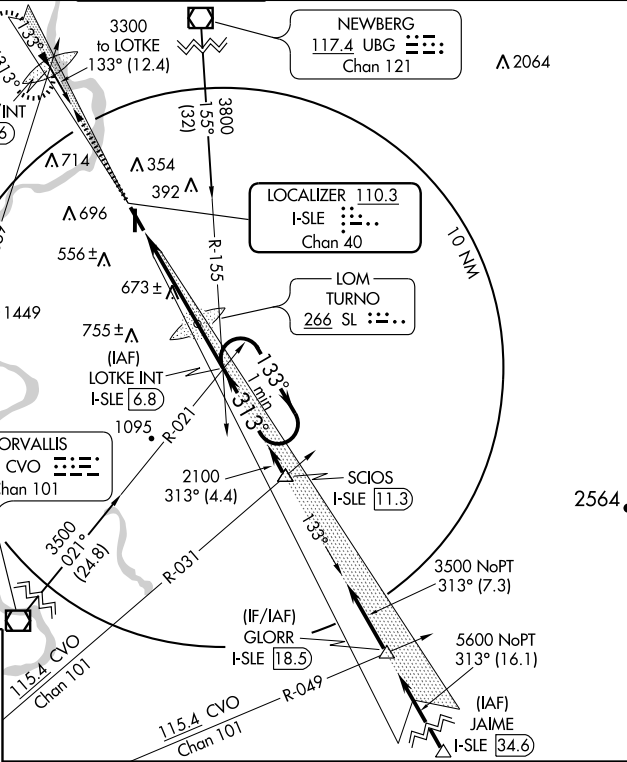
115.4 CVO
Chan 101

MIRL Rwy 16-34
REIL Rwys 13, 16 and 34
HIRL Rwy 13-31



FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 31	*414/24 200 (200-½)			
S-LOC 31	960/24 746 (800-½)	960/40 746 (800-¾)	960-1¾ 746 (800-1¾)	960-2 746 (800-2)
CIRCLING	960-1 746 (800-1)	960-1¼ 746 (800-1¼)	960-2¼ 746 (800-2¼)	1000-2½ 786 (800-2½)

NW-1, 22 OCT 2009 to 19 NOV 2009

* 860 when using Mc Minnville altimeter setting.
VGSJ and descent angles not coincident.

Remain within 10 NM

ARTY FM/INT I-SLE 5.6

JUVRO I-SLE 1.7

WIPIR I-SLE 0.6

313°

133°

3000

2200

3.20° TCH 51

*800

3.9 NM

1.1 NM

0.8

Disregard glide slope indications.

2400

I-SLE

SE course

LOTKE INT I-SLE 6.8

133° 5.8 NM from FAF

239±

91

TDZE 204

270

279

31

223

269±

REIL Rwy 13, 16 and 34

MIRL Rwy 16-34

HIRL Rwy 13-31

FAF to MAP 5 NM

CATEGORY	A	B	C	D
S-13	800- $\frac{3}{4}$	596 (600- $\frac{3}{4}$)	800-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	800-1 $\frac{3}{4}$ 596 (600-1 $\frac{3}{4}$)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2 $\frac{1}{2}$ 786 (800-2 $\frac{1}{2}$)

JUVRO FIX MINIMUMS

S-13	600- $\frac{3}{4}$	396 (400- $\frac{3}{4}$)	600-1 $\frac{1}{4}$ 396 (400-1 $\frac{1}{4}$)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

LOC/DME I-SLE	APP CRS	Rwy Idg	5811
110.3	313°	TDZE	214
Chan 40		Apt Elev	214

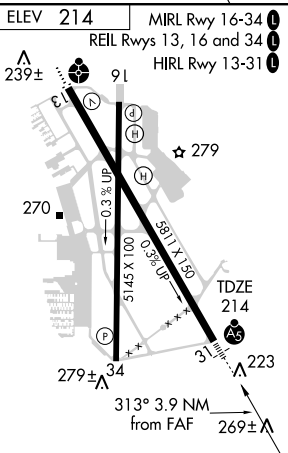
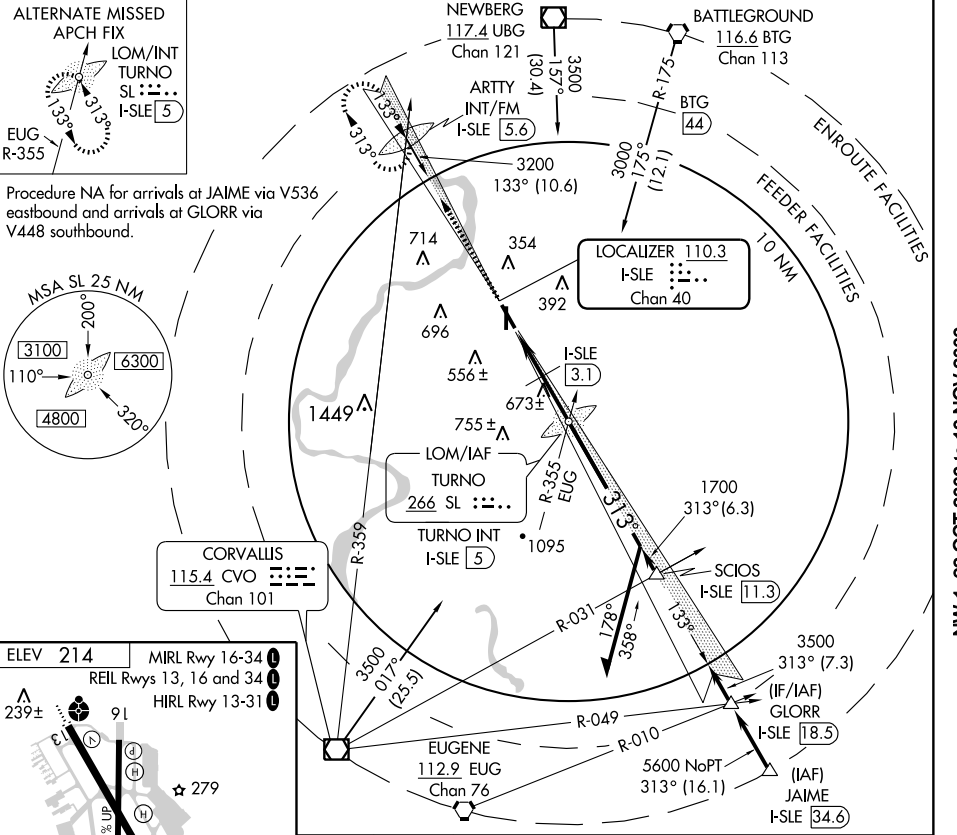
▼

▲

MALSR

MISSED APPROACH: Climb to 4000 via I-SLE LOC northwest course to ARTTY FM/I-SLE 5.6 DME and hold, continue climb-in-hold to 4000.

ATIS 124.55	SEATTLE CENTER 125.8 291.7	SALEM TOWER★ 119.1 (CTAF) 0 257.2	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-31	780/24 566 (600-½)		780/50 566 (600-1)	780/60 566 (600-1½)
CIRCLING	900-1 686 (700-1)	940-1 726 (800-1)	940-2 726 (800-2)	1000-2½ 786 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NW-1. 22 OCT 2009 to 19 NOV 2009

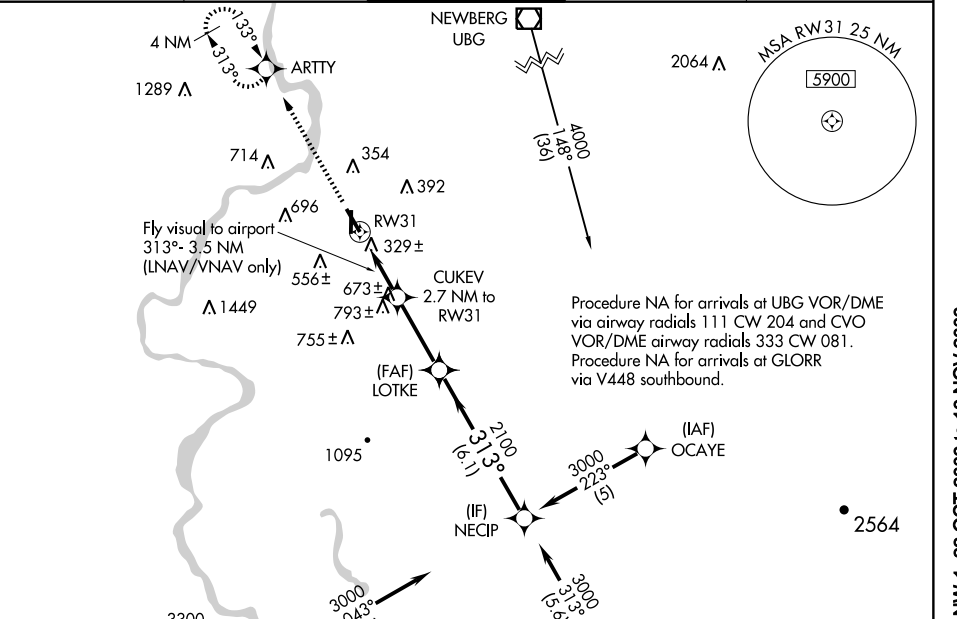
WAAS CH 86202 W31A	APP CRS 313°	Rwy Idg TDZE Apt Elev	5811 214 214
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⚠ Inoperative table does not apply to LNAV/VNAV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use McMinnville altimeter setting and increase all DA 49 feet; increase all MDA 60 feet and LNAV and circling visibility Cats B/C/D ¼ mile. Baro-VNAV and VDP NA when using McMinnville altimeter setting.

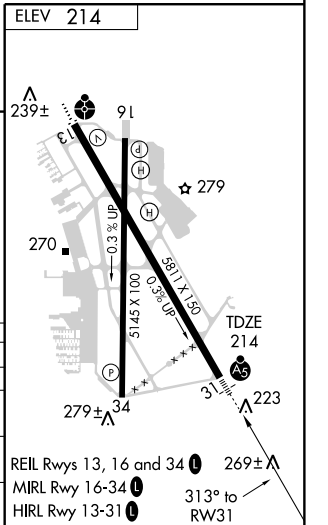
MALSR

MISSED APPROACH: Climb to 3700 direct ARTTY and hold, continue climb-in-hold to 3700.

ATIS 124.55	SEATTLE CENTER 125.8 291.7	SALEM TOWER ★ 119.1 (CTAF) 0 257.2	GND CON 121.9	UNICOM 122.95
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3700	ARTTY	* LNAV only	Procedure Turn NA	NECIP
Fly visual to airport 313°- 3.5 NM (LNAV/VNAV only)	RW31	* 2.2 NM to RW31	LOTKE	2100
	2.2 NM	0.5	3 NM	6.1 NM
CATEGORY	A	B	C	D
LPV DA	414/24 200 (200-½)			
LNAV/ VNAV DA	1334-2	1120 (1200-2)	1334-3	1120 (1200-3)
LNAV MDA	940/24	726 (800-½)	940-1½ 726 (800-1½)	940-1¾ 726 (800-1¾)
CIRCLING	940-1	726 (800-1)	940-2 726 (800-2)	1000-2 ½ 786 (800-2½)



NW-1, 22 OCT 2009 to 19 NOV 2009

SALEM TWO DEPARTURE

SL-361 (FAA)

SALEM/McNARY FIELD (SLE)
SALEM, OREGON

GND CON

121.9

SALEM TOWER ★

119.1 (CTAF) 257.2

SEATTLE CENTER

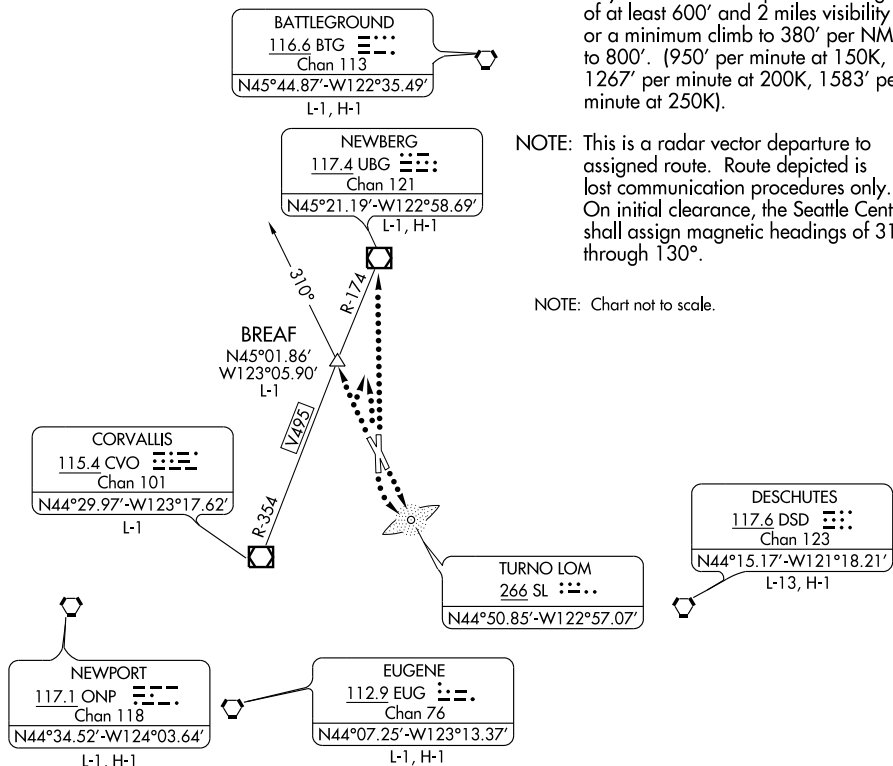
125.8 291.7

NOTE: Rwy 13-This SID requires a ceiling of at least 600' and 2 miles visibility, or a minimum climb of 240' per NM to 800'. (600' per minute at 150K, 800' per minute at 200K, 1000' per minute at 250K).

NOTE: Rwy 16 - This SID requires a ceiling of at least 600' and 2 miles visibility or a minimum climb to 380' per NM to 800'. (950' per minute at 150K, 1267' per minute at 200K, 1583' per minute at 250K).

NOTE: This is a radar vector departure to assigned route. Route depicted is lost communication procedures only. On initial clearance, the Seattle Center shall assign magnetic headings of 310° through 130°.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

Climb via specified turn and heading, contact Seattle Center for vectors to assigned route.

LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 2000', continue climb to assigned altitude.

Take-off runways 13 and 16: (Rwy 16 turn left) proceed direct to SL LOM thence via (assigned route).

Take-off runways 31 and 34: (Rwy 31 right turn) proceed direct to UBG VOR/DME thence via (assigned route).

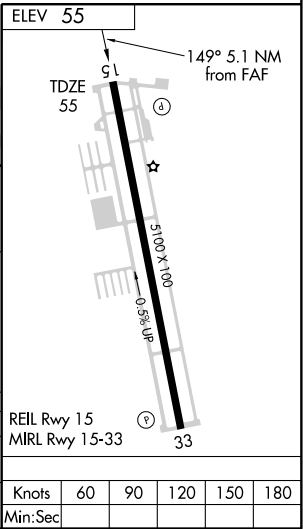
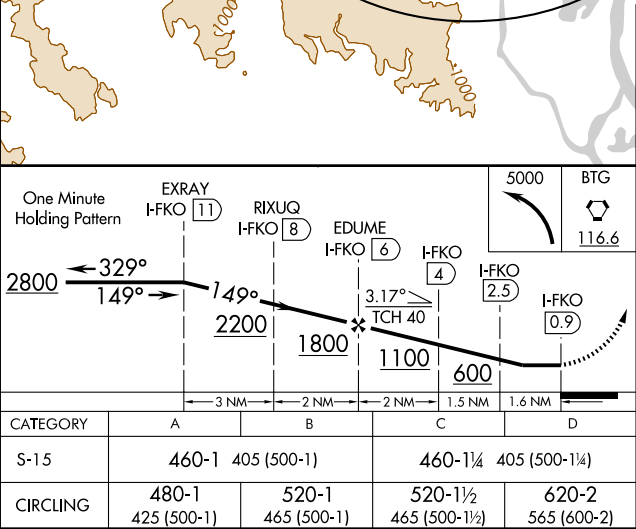
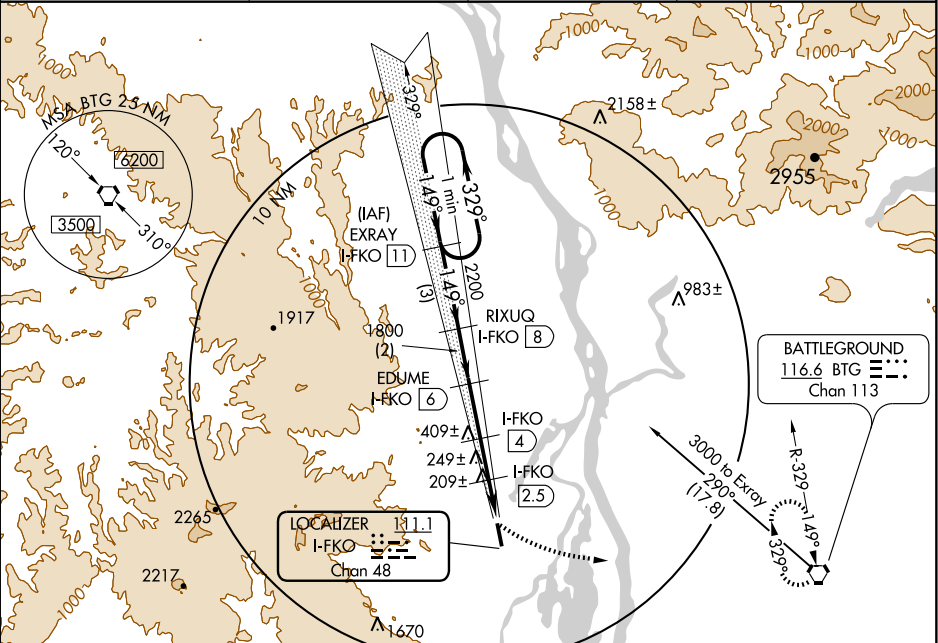
Helicopter only-runways 31 and 34: (Rwy 34 turn left) intercept and proceed outbound on the SL LOM 310° bearing to BREAF INT, thence via (assigned route).

LOC/DME	I-FKO	APP CRS	Rwy Idg	5100
111.1		149°	TDZE	55
Chan 48			Apt Elev	55

LOC/DME RWY 15


SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

CIRCLING not authorized west of Rwy 15-33.		MISSED APPROACH: Climbing left turn to 5000 direct BTG VORTAC and hold.	
ASOS	PORTLAND APP CON	CLNC DEL	UNICOM
135.875	124.35 299.2	121.65	122.8 (CTAF)

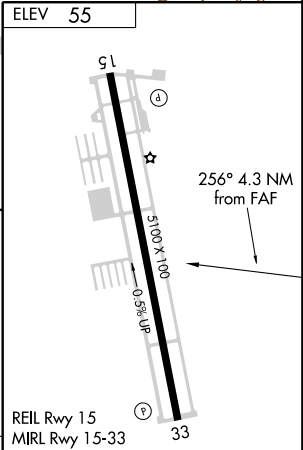
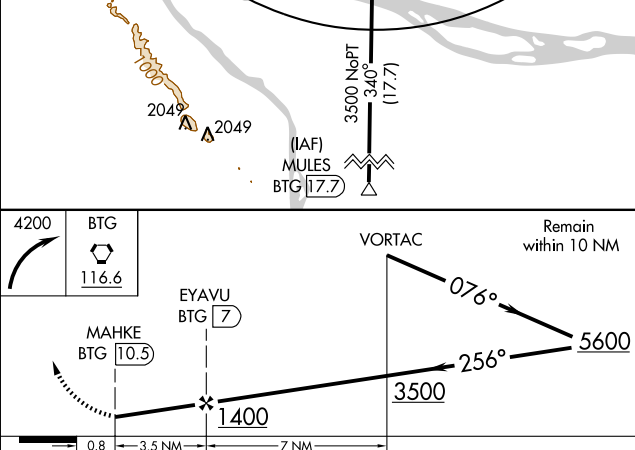
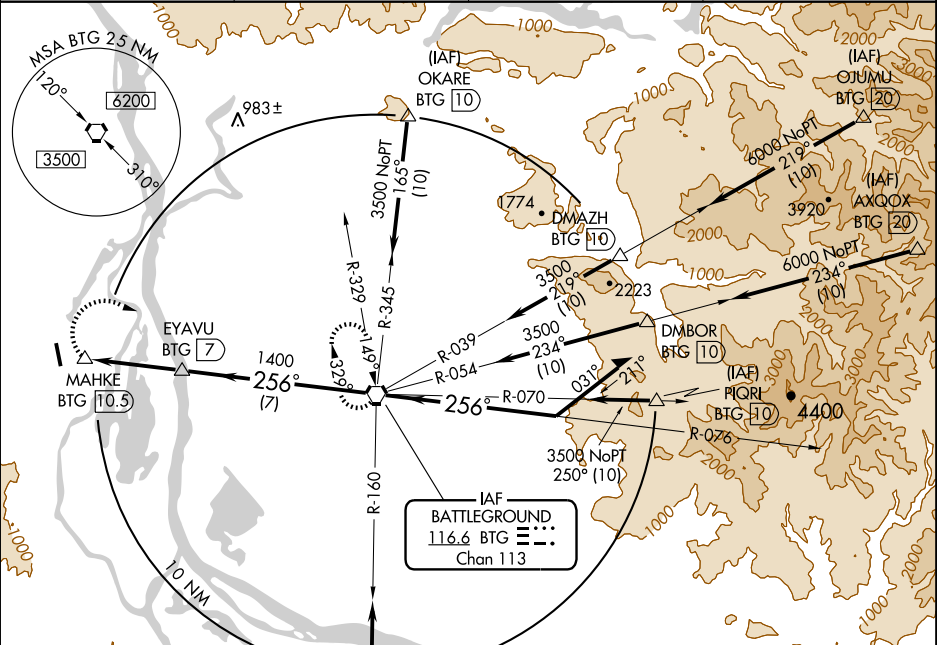


VORTAC BTG	APP CRS	Rwy Idg	N/A
116.6	256°	TDZE	N/A
Chan 113		Apt Elev	55

VOR/DME or GPS-A
SCAPPOOSE INDUSTRIAL AIRPARK (SPB)

	MISSED APPROACH: Climbing right turn to 4200 direct BTG VORTAC and hold.
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ASOS 135.875	PORTLAND APP CON 124.35 299.2	CLNC DEL 121.65	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	680-1 625 (700-1)	940-1¼ 885 (900-1¼)	1000-2¾ 945 (1000-2¾)	1260-3 1205 (1300-3)	Min:Sec					

APP CRS	Rwy Idg	4467
178°	TDZE	4162
	Apt Elev	4164

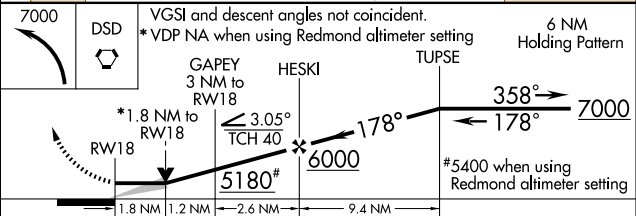
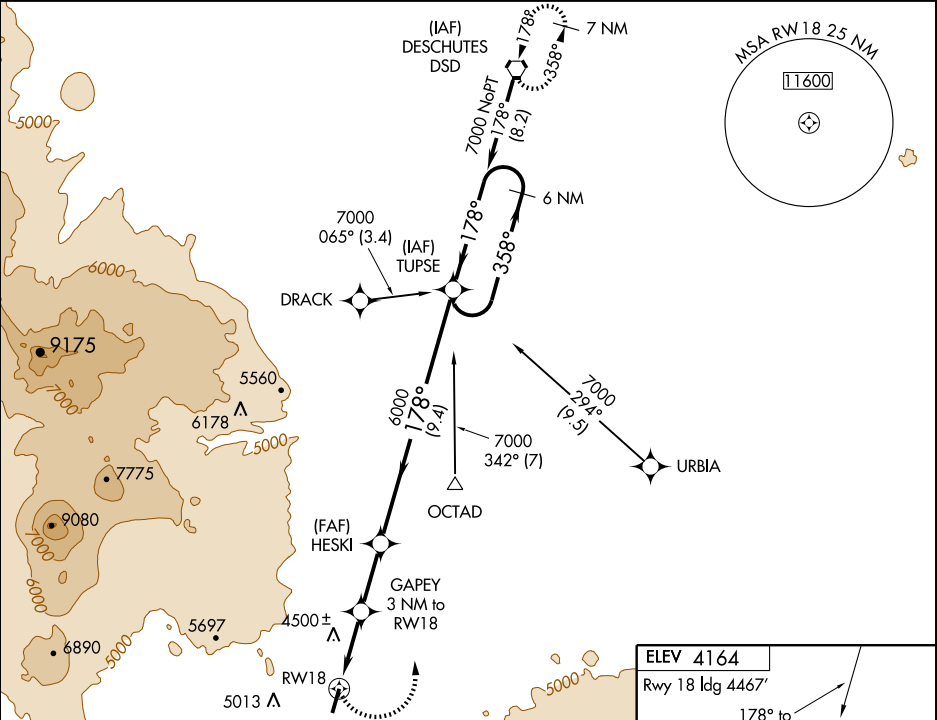
RNAV (GPS) RWY 18

SUNRIVER (S21)

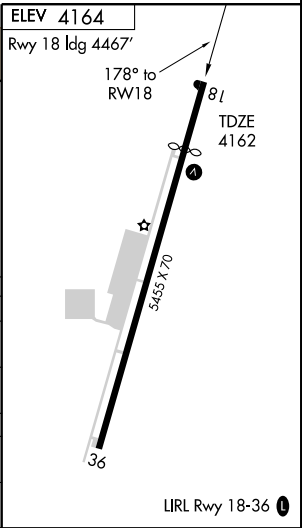
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling not authorized at night to Rwy 36.
Obtain local altimeter setting on CTAF; when not received, use Redmond altimeter setting.

MISSED APPROACH: Climbing left turn to 7000 direct DSD VORTAC and hold.

SEATTLE CENTER	UNICOM
128.15 257.75	122.8 (CTAF) 1



CATEGORY	A	B	C	D
RNAV MDA	4760-1	598 (600-1)	4760-1½ 598 (600-1½)	4960-2½ 798 (800-2½)
CIRCLING	4920-1 756 (800-1)	4920-1¼ 756 (800-1¼)	5040-2½ 876 (900-2½)	5380-3 1216 (1300-3)
REDMOND ALTIMETER SETTING MINIMUMS				
RNAV MDA	4980-1 818 (900-1)	4980-1¼ 818 (900-1¼)	4980-2½ 818 (900-2½)	4980-2¾ 818 (900-2¾)
CIRCLING	5140-1¼ 976 (1000-1¼)	5140-1½ 976 (1000-1½)	5260-3 1096 (1100-3)	5580-3 1366 (1400-3)



VORTAC DSD

117.6

Chan 123

APP CRS

178°

Rwy Idg

4467

TDZE

4162

Apt Elev

4164

VOR/DME RWY 18

SUNRIVER (S21)

Obtain local altimeter setting on CTAF; when not received, use Redmond altimeter setting.

Circling NA at night to Rwy 36.

MISSED APPROACH: Climbing left turn to 7000 via DSD R-178 to DSD VORTAC and hold.

SEATTLE CENTER

128.15 257.75

UNICOM

122.8 (CTAF) 1

CATEGORY	A	B	C	D
S-18	5440-1¼ 1278 (1300-1¼)	5440-1½ 1278 (1300-1½)	5440-3	1278 (1300-3)
CIRCLING	5440-1¼ 1276 (1300-1¼)	5440-1½ 1276 (1300-1½)	5440-3	1276 (1300-3)
REDMOND ALTIMETER SETTING MINIMUMS				
S-18	5660-1¼ 1498 (1500-1¼)	5660-1½ 1498 (1500-1½)	5660-3	1498 (1500-3)
CIRCLING	5660-1¼ 1496 (1500-1¼)	5660-1½ 1496 (1500-1½)	5660-3	1496 (1500-3)

NW-1. 22 OCT 2009 to 19 NOV 2009

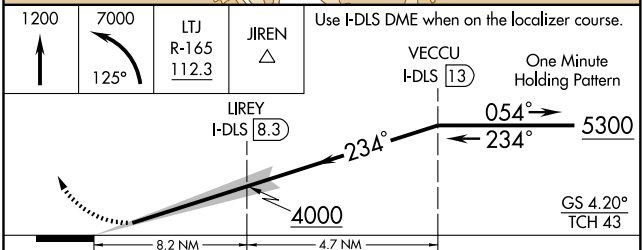
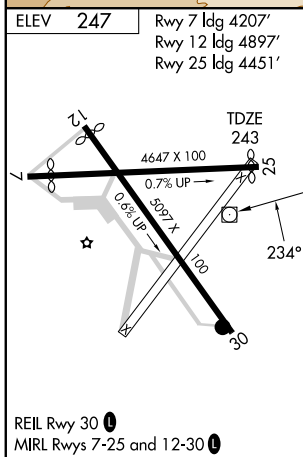
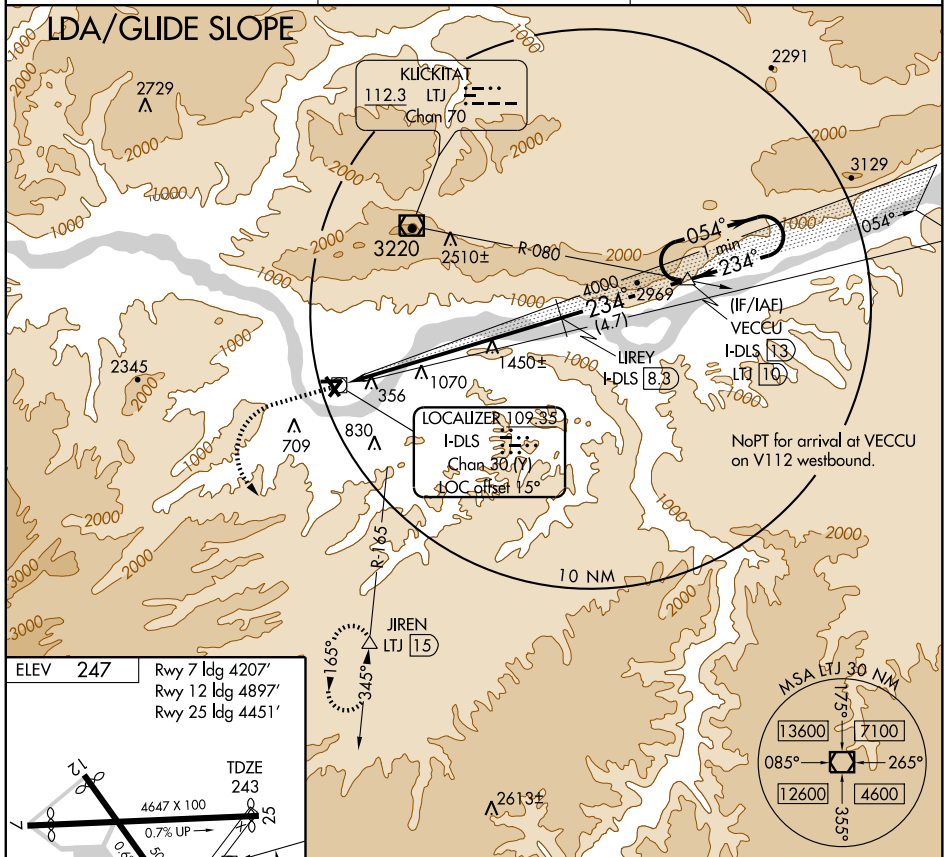
LOC/DME I-DLS 109.35 Chan 30(Y)	APP CRS 234°	Rwy Idg TDZE Apt Elev	4451 243 247
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COPTER LDA/DME RWY 25

THE DALLES/COLUMBIA GORGE RGNI/LTHE DALLES MUNI (DLS)

<p>▼ Glide slope provided by standard glide slope equipment.</p> <p>▲ NA If local altimeter setting not received, procedure NA.</p>	<p>MISSED APPROACH: Climb to 1200 then climbing left turn to 7000 via heading 125° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.</p>
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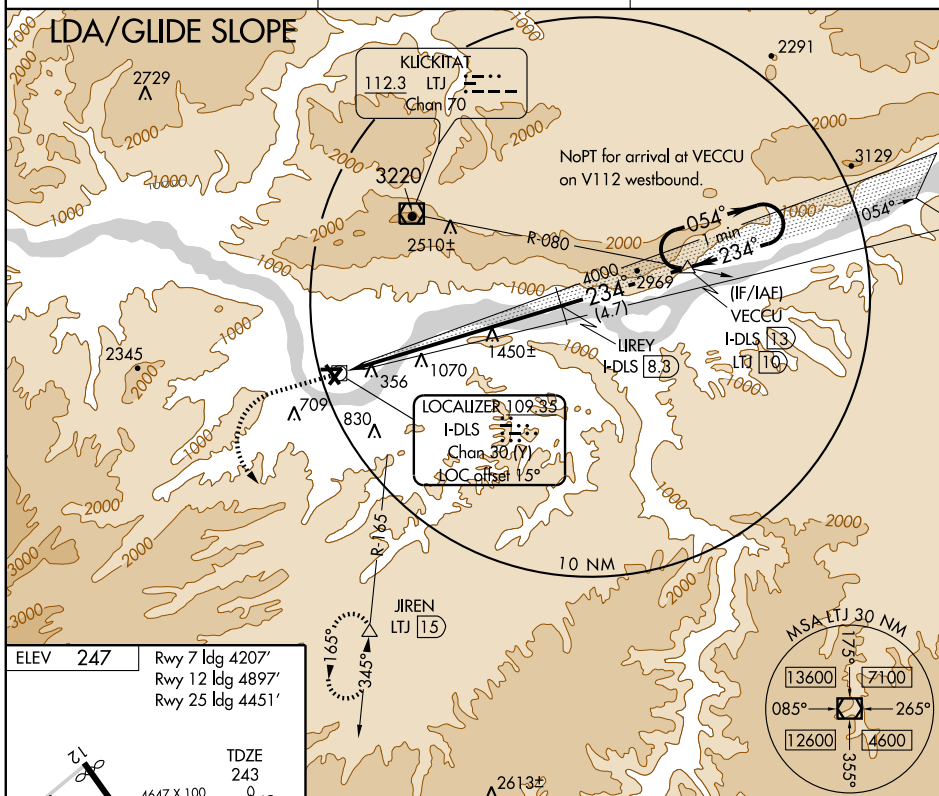
ASOS 135.175	SEATTLE CENTER 119.65 257.6	UNICOM 123.0 (CTAF) 0
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Knots	60	90	120	150	180
Min:Sec					
CATEGORY	COPTER				
H-LDA/GS 25	783-11½ 540 (600-11½)				
	NA				

THE DALLES/
COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

MISSED APPROACH: Climb to 1600 then climbing left turn to 7000 via heading 135° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000.

UNICOM
123.0 (CTAF) **L**

Knots	60	90	120	150	180
Min:Sec					

1600 ↑	7000 ↙ 135°	LTJ R-165 112.3	JIREN △	Use I-DLS DME when on the localizer course. VECCU I-DLS 13 One Minute Holding Pattern
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CATEGORY	A	B	C	D
S-LDA/GS 25	1368-2 ³ / ₄	1125 (1200-2 ³ / ₄)	NA	
CIRCLING	1380-3	1133 (1200-3)	NA	

APP CRS 335°	Rwy Idg TDZE Apt Elev	N/A N/A 247
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THE DALLES/COLUMBIA GORGE RGNL/THE DALLES MUNI (DLS)

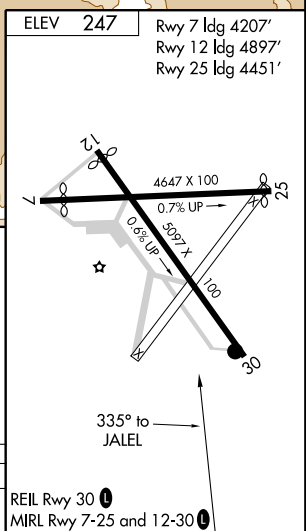
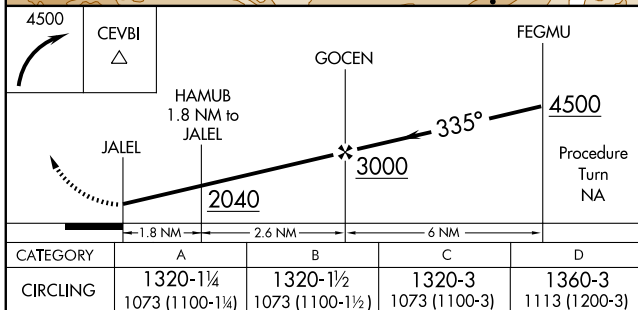
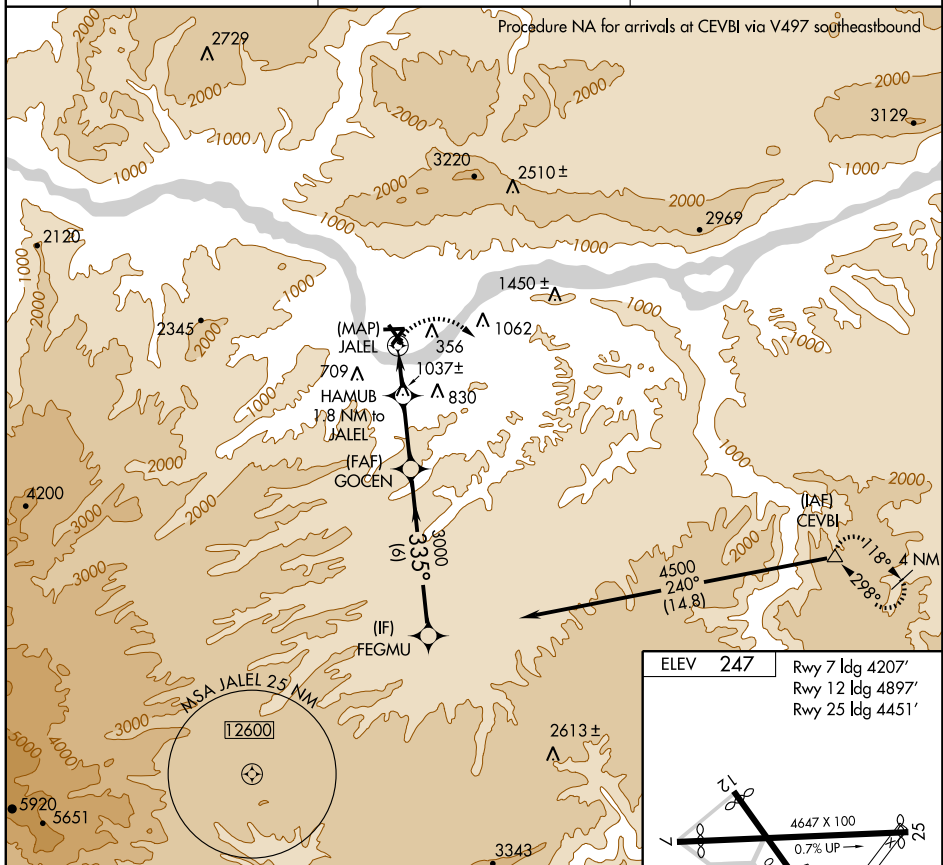
RNAV (GPS)-A

T DME/DME RNP-0.3 NA. Circling to Rwy 7 NA at night.
A Visibility reduction by helicopters NA.
If local altimeter setting not received, procedure NA.

MISSED APPROACH: Climbing right turn to 4500 direct CEVBI and hold.

ASOS
135.175

SEATTLE CENTER
119.65 257.6

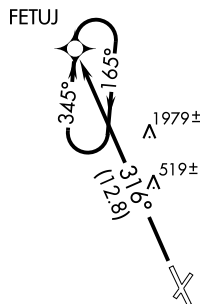
UNICOM
123.0 (CTAF) **L**

SEATTLE CENTER
124.2 317.6
McMINNVILLE RADIO
122.45

CONTIGUOUS U. S. ADIZ

W-570

W-570



NOTE: 1. GPS required
2. RNAV 1

NOTE: Rwy 31: 2000-3 or standard with minimum climb
of 350' per NM to 4500'.
Rwys 1, 13, and 19 not authorized for this
Departure Procedure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 31: Climb to 5000 via 316° course to FETUJ WP.

Northbound aircraft continue on course to assigned altitude.

Southbound aircraft continue climb in FETUJ WP holding pattern (south, right turn, 345° inbound) to MEA for assigned route before proceeding on course.

APP CRS	Rwy Idg	5001
136°	TDZE	28
	Apt Elev	36

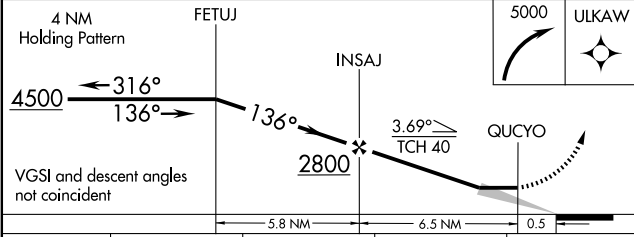
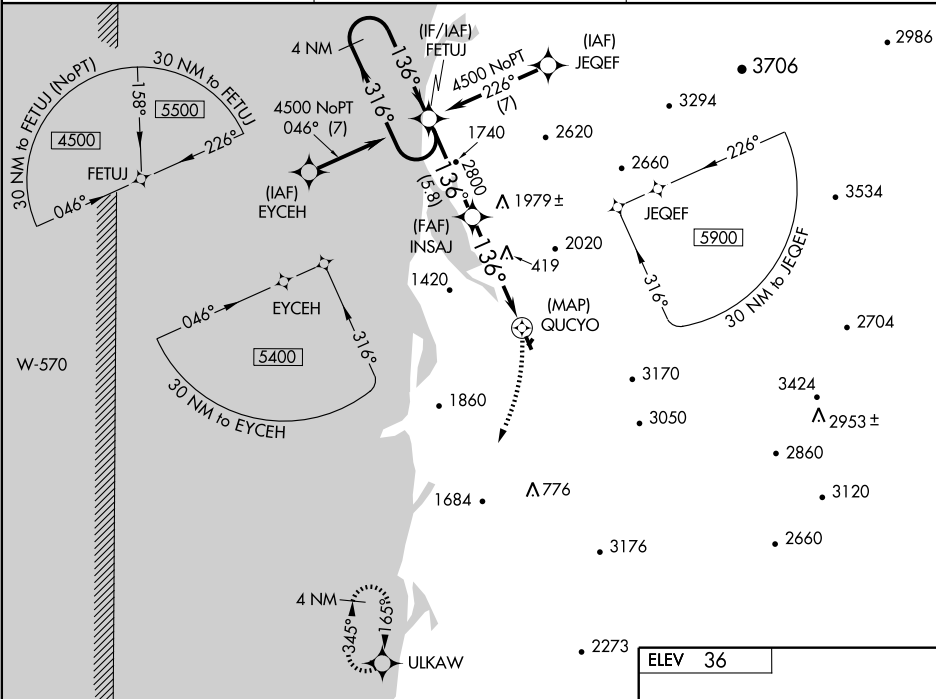
RNAV (GPS) RWY 13
TILLAMOOK (TMK)

T	When local altimeter setting not received, use Astoria altimeter setting.
A NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA Rwy 1-19 at night.

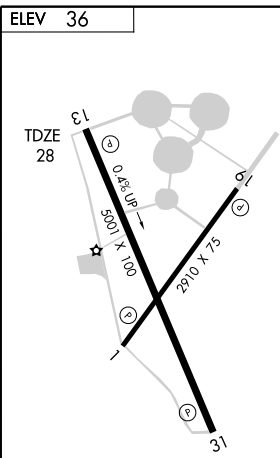
MISSED APPROACH: Climbing right turn to 5000 direct ULKAW WP and hold.

AWOS-3
120.0

SEATTLE CENTER
124.2 317.6

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	760-1	732 (800-1)	760-2 732 (800-2)	NA
CIRCLING	880-1 844 (900-1)	920-1½ 884 (900-1½)	920-2¾ 884 (900-2¾)	NA
ASTORIA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1280-1¼ 1252 (1300-1¼)	1280-1½ 1252 (1300-1½)	1280-3 1252 (1300-3)	NA
CIRCLING	1420-1¼ 1384 (1400-1¼)	1460-1½ 1424 (1500-1½)	1460-3 1424 (1500-3)	NA



REIL Rwy 13
MIRL Rwy 1-19 and 13-31 **L**